

SIXTH
ANNUAL REPORT
OF THE
BOARD OF DIRECTORS
OF THE
PITTSBURGH, FORT WAYNE AND CHICAGO
RAILWAY COMPANY,
TO THE
STOCK AND BONDHOLDERS

For the Year ending December 31, 1867.

PITTSBURGH:

PRINTED BY BARR & MYERS, (POST JOB OFFICE,) COR. FIFTH & WOOD STREETS.
1868.



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BOARD OF DIRECTORS,

1867-68.

PENNSYLVANIA.

G. W. CASS, Pittsburgh.

SPRINGER HARBAUGH, Pittsburgh.

J. EDGAR THOMSON, Philadelphia.

J. L. DAWSON, Fayette County.

OHIO.

KENT JARVIS, Massillon.

R. R. SPRINGER, Cincinnati.

HON. JOHN SHERMAN, Mansfield.

INDIANA.

PLINY HOAGLAND, Fort Wayne.

JESSE L. WILLIAMS, Fort Wayne.

ILLINOIS.

WILLIAM B. OGDEN, Chicago.

NEW YORK.

J. F. D. LANIER.

LOUIS H. MEYER.

SAMUEL J. TILDEN.

OFFICERS.

PRESIDENT.

GEORGE W. CASS.

ASST. PRESIDENT.

I. D. MESSLER.

GEN. SUPERINTENDENT,

J. N. McCULLOUGH.

AUDITOR,

J. P. FARLEY.

CHIEF ENGINEER,

H. A. GARDNER.

TREASURER,

J. P. HENDERSON.

SECRETARY,

F. M. HUTCHINSON.



ANNUAL MEETING
OF THE
STOCK AND BONDHOLDERS
OF THE
PITTSBURGH, FORT WAYNE AND CHICAGO
RAILWAY COMPANY.

PURSUANT to notice, the Stock and Bondholders met at the Office of the Company, in the City of Pittsburgh, on Wednesday, the 18th day of March, 1868, at 10 o'clock, A. M.

The meeting was organized by appointing Hon. JNO. LARWILL, of Wooster, Ohio, Chairman, and F. M. HUTCHINSON, Secretary.

W. F. DILL, Esq., offered the following resolutions, which were adopted:

Resolved, That the polls for the election of Directors be opened at the General Office of the Company, at 12 o'clock, M., and be kept open until two o'clock, P. M., and that the voting shall be by ballot.

Resolved, That the Inspectors, so soon as the votes are counted, shall make a written return thereof, and file the same with the Secretary of the Company.

Resolved, That the Secretary of the Company shall, as soon as he receives the return of the election, notify in writing the persons who have been elected Directors.

GEO. W. CASS, President, presented the Sixth Annual Report of the Board of Directors, which was read by the Secretary.

On motion of WM. THAW, Esq., the following resolution was adopted:

Resolved, That the Report of the Board of Directors, of the operations of the Railway for the past year, be approved; and that the incoming Board be requested to have the same published in the usual forms, without delay, and distributed among the Stock and Bondholders.

On motion of W. S. HICKOX, of Ohio, the following resolution was adopted, viz:

Resolved, That when this meeting adjourns, it will adjourn to meet at such time and place as may be hereafter designated by the President, on notice of ten days, to be published in the usual manner, for the purpose of considering any detailed estimates that may be submitted by the Board of Directors for additional equipment and permanent improvements, or for other purposes, and of determining to what extent and in what mode the Shareholders will provide the means therefor, by an increase of Capital Stock or otherwise.

A motion was made by JAS. S. CRAFT, Esq.:

That the meeting do now adjourn, subject to the provisions of the above resolution.

Which was agreed to.

Whereupon, the Chairman adjourned the meeting accordingly.

JNO. LARWILL, CHAIRMAN.

F. M. HUTCHINSON, *Secretary*,

ANNUAL REPORT

OF THE

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

*To the Shareholders and Bondholders of the
Pittsburgh, Fort Wayne and Chicago Railway Company :*

Your Board of Directors, in again surrendering the trust confided to them, present their Sixth Annual Report.

The condition of the Company at the close of the last fiscal year ending December 31, 1867, was as follows :

Capital Stock,.....		\$11,500,000 00
Bonds—First Mortgage,.....	\$5,250,000 00	
do. —Second “	5,160,000 00	
do. —Third “	2,000,000 00	
do. Bridge, (Ohio & Penn'a. R. R. Co.)	153,000 00	
		<u>\$12,563,000 00</u>
Miscellaneous Liabilities,.....		149,851 06
Due for current expenditures, mainly in December,.....		573,289 40
Balance to credit of Income Account,.....		3,480,126 88
Total,.....		<u>\$28,266,267 34</u>

To represent, or to pay which, you have the property named below :

Main Line, equipment, &c.,.....	\$ 25,271,285 63
Akron Branch,.....	207,575 03
Stock of supplies, or materials for current operations,.....	561,443 99
Due from other Companies,.....	\$ 368,596 14
Less due them,	77,514 60
	<u>291,081 54</u>
Cost of First and Second Mortgage Bonds held by Trustees of the Sinking Fund,.....	404,710 26
Miscellaneous assets, including investments in other Companies,	633,641 44
Cash,.....	896,529 45
Total,.....	<u>\$ 28,266,267 34</u>

The strength of the Company's financial position may be more readily determined by reference to the following statement :

For current expenditures, in December, &c.,.....	\$ 573,289 40
For other miscellaneous liabilities,.....	149,851 06
Total liabilities,.....	\$ 723,140 46

To pay which, you have the following :

Cash,.....	\$ 896,529 45
Net amount due by other Companies,.....	291,081 54
Miscellaneous assets,.....	633,641 44
Total assets,.....	\$ 1,821,252 43
Excess of assets for liabilities,.....	\$ 1,098,111 97

Out of this sum was to be provided the interest on the Mortgage Debt, and installment of Sinking Fund, due January 1, 1868, amounting to \$112,775, and the dividend declared on the Third Mortgage Bonds, and on the Capital Stock, payable January 18, 1868, amounting to \$336,875, in all \$449,650, which would leave a balance of \$648,461 97. This sum, which may to some appear large, is not, however, more than sufficient for carrying on the operations of the Treasury with that promptness and comfort which is desirable, especially when it is remembered that it includes an amount of current accounts that must remain, from the nature of the business, more or less unadjusted.

Of the balance to the credit of Income Account, amounting to \$3,480,126 88, your Board has directed the Auditor to charge off the sum of \$2,382,014 91, which will reduce this balance to \$1,098,111 97, being the amount of the excess of assets over liabilities as shown above, and to credit to cost of the Main Line and Equipment the sum thus charged off, thus reducing the cost to \$22,889,270 72.

The earnings of the Main Line were :

From Local Freights,.....	\$ 1,821,207 36
“ Foreign “	2,662,409 06
	\$ 4,483,616 42
“ Local Passengers,.....	\$ 1,361,189 73
“ Foreign “	1,077,823 66
	2,489,013 39
“ Express Matter,.....	100,632 65
“ Mail Service,.....	93,900 00
“ Rent of Railway,.....	85,000 00
“ Rent of other Property,.....	6,651 92
“ Miscellaneous Sources,.....	33,311 97
Total,.....	\$ 7,242,125 96

These earnings are at the rate of \$15,764 76 per mile of road, and, compared with 1866, show a decrease in the aggregate of \$225,091 60.

The expenses of doing the above mentioned business were:

For Conducting Transportation,.....	\$ 1,192,485 87
“ Motive Power,.....	1,438,633 48
“ Maintenance of Railway,	1,382,384 72
“ Maintenance of Cars,.....	505,342 63
“ General Expenses,.....	344,725 37
Total, (67½ per cent. of earnings,).....	\$ 4,863,572 07
Net earnings of Main Line,.....	\$ 2,378,553 89
“ “ “ “ 1866,.....	2,319,531 02
Increase,.....	\$ 59,022 89
The earnings of the New Castle Branch, 15 miles, were.....	184,207 31
Of which was paid to N. C. & B. V. R. R. Co., 40 per cent.,....	73,682 84
P., F. W. & C. Railway Co.'s proportion,.....	\$ 110,524 47
From which deduct the expenses,.....	55,180 54
Leaves as net profit to this Company,.....	\$ 55,343 93
Profit for 1866,.....	55,460 56
Decrease,.....	\$ 116 63

Since the date of the last Annual Report, the Lawrence Rail Road, extending from Mahoningtown, about two miles south of New Castle, Pa., to Youngstown, O., has been completed and opened for business, under the management of this Company. No permanent contract has yet been made for the operating of that road, your Board deeming it best to defer making such contract until there has been a more full development of the business and capacity of the Line.

The business done upon the road (21 miles), to December 31, has been settled by charging against the earnings the expenses of operating and maintaining the road and equipment in use upon it, together with a reasonable sum for the use of such equipment.

The earnings of this Branch from March to Decem-

ber, 1866, were.....	\$ 11,587 93
And during the year 1867,.....	72,533 09
Total to December 31, 1867,.....	\$ 84,121 02

The expenses were:

From March to December, 1866,.....	\$ 5,310 48
And during the year 1867,.....	27,956 14
	\$ 33,266 62
Net,.....	\$ 50,854 40
Deduct amount paid to Lawrence R. R. Co.,.....	32,598 52
Leaves as profit to this Company,.....	\$ 18,255 88

The business on this Branch has steadily increased, and from the time of its completion through, its increase is much beyond the expectations of the officers of the Road, and would appear for the last six months of the year to have been limited only by the deficiency of the particular class of equipment necessary for the trade originating upon it.

Considerable expenditure is yet necessary to effect a desirable entrance into Youngstown, O., the present terminus of the road, the entrance now being accomplished temporarily over the track of the Cleveland and Mahoning Rail Road, leased by the Atlantic and Great Western Railway Company.

The Akron Branch, 61 miles in length, from Hudson, O., to Millersburg, O., has continued to be operated as a separate organization from that of this Company, under the careful and judicious management of Col. Simon Perkins.

Its earnings during the past year were.....	\$ 160,287 17
And the expenses were.....	135,404 98
Profit,.....	<u>\$ 24,882 19</u>

This amount, after paying the interest on the Mortgage Debt, subject to which this Company purchased the property, has been used partly towards extending the road, and partly in the purchase of the bonds, secured by such mortgage. The amount of the bonds has, in this manner, been reduced from \$200,000 to \$160,000.

Reference was made in the last Report of your Board to the arrangements for the extension of this road from its terminus at Millersburg to the bituminous coal fields, a few miles south of that place, and it was confidently expected to have the track down and ready for use before last autumn, but unforeseen difficulties on the part of the Coal Company engaged in opening mines, and which prevented it from laying down its tracks, rendered it unnecessary to hasten the putting down the track of our extension until the Coal Company was ready to make a connection.

The track, however, at the date of writing this Report, is being laid, and a large coal traffic over the entire line to Cleveland may soon be reasonably expected.

The expenditures during the year for this extension were \$27,745 63.

A summary of the Company's financial operations will show the following result:

Profit in operating Main Line,.....	\$ 2,378,553	89
“ “ New Castle Branch,	55,343	93
“ “ Lawrence Branch,.....	18,255	88
Received of Purchasing Committee of old organization,.....	80,000	00
Total net revenue,.....	\$ 2,532,153	70
This sum has been appropriated to Interest on		
Mortgage Debt,.....	\$ 864,074	74
Sinking Fund,.....	\$ 104,100	00
Interest on Bonds taken up by Trustees of Sinking Fund.....	22,475, 26	
	\$ 126,575	26
Cleveland & Pittsburgh R. R. R. Co. under contract for division of earnings,.....	170,903	77
Dividends on Stock, (10 per cent.)..	\$ 1,034,375	00
U. S. Tax on same,.....	54,441	31
	1,088,816	31
	2,250,370	08
Surplus,.....	\$ 281,783	62
Add amount stated in last Annual Report, as balance of previous years' operations,.....	\$ 199,918	53
Less cost of purchase of Akron Branch, erroneously included in this sum—see Fourth Annual Report,.....	179,829	40
		20,089 13
Proceeds of issue of 15,000 shares of new stock authorized by the Stockholders in May, 1867,.....	1,216,060	02
Total means applicable to improvements, etc.,.....	\$ 1,517,932	77
Appropriated as follows:		
Extension of Akron Branch,.....	\$ 27,745	63
Less contributed by earn'gs of that Road,	5,200	00
	\$ 22 545	63
New construction and equipment for Main Line,	963,895	60
Indebtedness liquidated existing prior to Jan. 1, '67,	338,798	14
	1,245,239	37
Balance unexpended,.....	\$ 192,693	40

By comparing the earnings of the Main Line with those of 1866 it will be found that the revenue from freights has fallen off \$223,965 70, of which \$170,307 11 occurred in the local, and \$53,658 59 in the foreign business, or that which emanates from, or is destined to points on other roads, and that may be reached by competing lines; that the revenue from passengers has decreased but the trifling sum of \$2,882 31, which occurred wholly in the competitive travel, and that the revenue from miscellaneous sources decreased \$2,360 34, while on the other hand there is shown an increase of \$333 83 in the amount received from Express Companies, and \$3,782 92 from rents of property, the aggregate decrease having been \$225,091 60.

Although the earnings from transportation of freights exhibit the decrease above stated, the volume of business in this department was greater than in the previous year, for the tonnage carried increased 128,573 tons. Of this increase 103,151 tons was local, and 25,422 tons were foreign or competitive tonnage. The whole tonnage of the Main Line was: local, 671,348 tons, and foreign, 483,003. Total, 1,154,351 tons.

This apparent anomaly of a reduced revenue from an increased amount of tonnage is explained by three facts:

First—In the local business on the Eastern Division, where the entire increase of tonnage occurred, the average haul per ton was twenty per cent. less than in 1866. This was mainly occasioned by the large transportation of coal and pig iron to and from the New Castle and Lawrence Branches.

Second—In both the local and foreign business on the Western Division there was a reduced amount of tonnage, coupled with a less haul per ton.

Third—Owing to the general depression of business, and the consequent competition between the lines leading to the Atlantic seaboard, lower rates were established during the greater part of the year on the foreign or competitive tonnage.

The large increase of tonnage on the Eastern Division, amounting last year to 159,803 tons, or about twenty per cent., rather more than half of which was local to the road, and which is likely to be still further augmented hereafter by the growth of manufacturing on this Division, and the development of the iron and coal interests on the New Castle and Lawrence Branches, which are tributary to it, indicates the necessity for increasing at an early day, the equipment of the road for this kind of traffic.

The following table will exhibit the kind of tonnage transported, classified under general heads, and compared with 1866:

	1867.	1866.	Increase.	Decrease.
Products of the Forest.....	115,317	93,266	22,051	•
“ “ Animals,.....	211,882	214,680		2,798
Vegetable products,.....	152,975	192,149		39,174
Manufactures,.....	207,512	186,250	21,262	
Merchandise,.....	136,692	108,751	27,941	
Iron rails,.....	38,270	25,959	12,311	
Coal,.....	205,553	158,382	47,171	
Oil, cinder, &c.,.....	86,150	46,341	39,809	
Totals,.....	1,154,351	1,025,778	128,573	

While the passenger earnings were in the aggregate but \$2,882 31 less than in 1866, a comparison of the local and foreign travel with the same class of business in that year will show important changes.

For, while the number of local passengers increased 77,729, or seven per cent., with an increased revenue of \$107,027 89, the foreign passengers decreased 63,926, or a trifle less than thirty-one per cent., with a corresponding reduction in revenue of \$107,910 20, which would have been much further reduced had not this class of travel averaged a greater number of miles per passenger than in 1866. The average mileage per passenger in 1866 was 218 miles, and in 1867, 293 miles.

The whole increase of revenue from local travel occurred on the Eastern Division, and ninety per cent. of the reduction in the revenue from travel also occurred on the same Division.

These deductions from the accounts of the Company, and a comparison of them with the results of previous years, would seem to establish three important facts bearing upon the future income of the Road, which are that the local travel, generally, is steadily increasing in numbers and revenue; that the foreign travel is decreasing in numbers, and to a limited extent in revenue, principally from the effects of competition to southwestern points, which business has hitherto augmented the revenue of the Eastern Division, (Pittsburgh to Crestline) and that the foreign travel still possessed by the Company is yet assuming a more valuable character, in that a larger income is received from a smaller number of persons carried, by reason of their journeys being for greater continuous distances.

The continued high price of labor and materials has prevented much of a reduction in the expenses of operating and maintaining the Main Line.

They will, however, compare favorably with other leading Railways. A comparison with 1866 will show a decrease of \$87,986 57 in conducting transportation; \$129,562 56 in motive power; \$47,567 87 in maintenance of cars; \$130,849 18 in general expenses, and an increase of \$111,851 71 in maintenance of way, in the aggregate a decrease of \$284,114 47, or $5\frac{1}{2}$ per cent. The foregoing, however, does not exhibit the true relative reduction in the expenses, as a larger volume of busi-

ness was done, and consequently a greater amount of train mileage made.

In 1867, the train mileage was 4,723,603 miles, excluding the mileage of wood and gravel trains, and in 1866 the amount was 4,574,204 miles, an increase of 149,399 miles. The aggregate expense per mile of trains in 1866 was \$1.12 3, while in 1867 it was 1 03, showing a reduction of .09 cents per mile, or at the rate of eight per cent.

This, therefore, is the true measure of the reduction in expenses during the past year, and the result certainly reflects credit upon the officers in charge of the line, especially when it is considered that the whole property has been much improved.

Acting upon the principle that the more perfect the track of a railway is, the greater the economy will be in the other departments of operation, continued efforts have been made towards the attainment of a more substantial road bed by large expenditures for ballasting. The amount thus expended and charged to repairs was \$165,269 85. The continued rapid deterioration of the iron rails has rendered it necessary to continue the extensive renewals, which for the past five years have been the cause of such heavy drains on the income of the Company. During the past year 116 miles have been re laid with new and re-rolled iron, equal to 25 per cent. of the entire length of the road, at a cost of \$480,127 10.

The average renewal of cross ties has also been continued, 246,801 having been put in the track, equal to about 128 miles.

Since and including 1864, there have been 500 miles of track renewed with new or re-rolled rails, and 400 miles with cross ties.

This is equivalent to a re-laying of the whole road with new iron every four years, and with new cross ties every four and two-thirds years.

This deterioration of iron rails must be attributed mainly to the increased weight of locomotives and cars that have of late years gradually, and almost imperceptibly, come into use; partly, in the case of the passenger business, from the necessity of running heavier trains at high speed, which require more powerful, and, therefore, heavier machines, to move them at the required speed,

but, mainly, by reason of a prevalent idea, although mistaken, in the judgment of your Board, that long freight trains, with greatly increased weight of motive power, are more economical upon the whole, than short and more numerous trains, and lighter locomotives.

It is not the purpose of your Board to enter now upon the discussion of the subject, involving, as its correct elucidation does, much time and labor in the preparation of the necessary data by research and experiment, and patient and judicious reasoning as to the conclusions to be drawn from given results. The subject is merely introduced at this time, in connection with the proposition now generally favored among Companies possessing a heavy traffic, of re-laying their roads with steel rails, to counteract, to a greater or less extent, the damaging effects of increased weight of motive power and cars. There can be no doubt from the nature of the metal that steel will resist the action of heavy trains longer than iron, but considering the much greater cost of steel, and viewed in an economical aspect, and in the light of the proposition previously stated, of reducing the dead weight, not only of locomotives, but of cars, also, especially those employed in freight traffic, and thereby reducing the wear of the rails, the repairs of the machinery, and the interest on the original outlay, together with the interest on the constantly increasing excess expended for repairs, the question may at least be considered unsettled.

Your Board, however, as an experiment, authorized the purchase of three hundred tons of what are known as the Bessamer steel rails, and they were put in the track early in the past year between Pittsburgh and the shops of the Company in Allegheny City, over which part of the road, locomotives and trains are constantly moving, although at low speed. Thus far no perceptible wear is reported by the General Superintendent, and during the time they have been laid probably two sets of the ordinary iron rails would have been so worn as to have rendered it necessary to replace them by new ones.

Your Board have also authorized the purchase of one hundred tons of the Pennsylvania Steel Company, who have recently established works at Harrisburg, Pa. These rails have, at this date, just been delivered, and will be laid in the main track on one of the most difficult grades on the road, where a better opportunity will, probably, be offered for properly testing them.

The track, and especially the road bed and bridges, are in a better condition at this time than ever before, and it will be the policy of the officers in charge of the line, not only to keep them so, but still further improve their present condition.

Considerable extra expenditure has been made on the passenger equipment, to bring it up to the higher standard gradually being adopted on the through east and west lines. It will now compare favorably with competing roads. This class of expenditure must continue to increase, inasmuch as superior accommodations seem to be generally demanded by the traveling public.

The whole equipment is reported by the General Superintendent as being in good order, with less than the average amount undergoing repairs.

The expenditures for permanent additions to the Railway have been as large as your Board expected, at the commencement of the year, to accomplish.

Of the whole amount expended for new work and additional equipment, \$476,035 52 was done under the supervision of the Chief Engineer, and \$487,860 08 under the direct authority of your Executive, and the General Superintendent.

The details of these expenditures will be exhibited by the following table:

	Eastern Division.	Western Division.	Total.
Bridge Masonry,.....	\$48,829 12	\$ 26,402 94	\$ 75,232 06
Bridge Superstructure,.....	80,110 14	23,288 53	103,398 67
Cars—Freight,.....	128,799 72	140,740 02	269,539 74
Cars—Passenger,.....	21,627 19	22,344 15	43,971 34
Chairs,.....	.....	145 70	145 70
Cross Ties,.....	.....	1,204 28	1,204 28
Engine Houses,.....	20,199 15	294 41	20,493 56
Engineers—Salaries of,.....	14,914 66	3,556 82	18,471 48
Fencing,.....	12,785 24	1,257 20	14,042 44
Foremen and Tool Houses,.....	71 00	.....	71 00
Grading,.....	55,125 82	14,744 05	69,869 87
Incidentals,.....	504 89	87 92	592 81
Iron Rails,.....	1,156 07	6,731 92	7,887 99
Locomotives,.....	75,068 55	62,173 13	137,241 68
Machinery for Shops,.....	3,024 80	7,161 24	10,186 04
Machine Shops,.....	3,054 94	682 59	3,737 53
Printing and Stationery,.....	8 25	24 25	32 50
Real Estate,.....	12,456 32	306 38	12,762 70
Right of Way,.....	7,206 44	972 71	8,179 15
Railway Superstructure,.....	.....	443 36	443 36
Spikes,.....	.....	249 79	249 79
Stations and Warehouses,.....	55,732 99	34,854 99	90,587 98
Track—Labor, Laying,.....	.....	1,402 61	1,402 61
Wood and Water Stations,.....	35,987 71	38,183 61	74,151 32
Totals,.....	\$ 576,663 00	\$ 387,232 60	\$ 963,895 60

The principal expenditures by the Chief Engineer have been for the completion of the new wrought iron bridges over the Allegheny River, and the south branch of the Chicago River : the addition of ten stalls to the engine house at Crestline ; grading for new coach shop and new line in Allegheny City, and the new line at and near Wallace Run, including the filling for the ravine at that place, also at Hog Creek, near Lima, O., and at Deep River, near Hobart, Ind. ; completing six additional station buildings, hitherto reported in progress, and commencing the erection of four others, and completing and bringing into use eleven new water houses.

The completion of the Allegheny River bridge is a great relief to the anxiety heretofore experienced by the Managers of your property, on its account, in connection with a possible interruption of the Company's business by reason of its liability to destruction by fire. The present structure is a double track bridge, the superstructure of which is built wholly of wrought iron, excepting the floor beams and bed plates, and the nine spans of which it is composed have an aggregate length of 1,172 feet, being little less than a quarter of a mile, and has cost, including the necessary additional masonry, \$540,000, of which \$139,787 84 has been charged to ordinary repairs, that amount being the estimated cost to renew the bridge on the original plan of the so-called "Howe Truss." The existing structure was designed by Mr. John B. Jervis, the late Chief Engineer, assisted by Mr. F. Slataper, one of the present Engineers of the Company, who has personally superintended its erection, and is known as the latticed girder plan with vertical stiffenings. It combines great strength with simplicity of construction, and will rank among the important works of the kind in the United States. Your Board is not aware of another in this country, although the plan is extensively used, in modified forms, on the German, Italian and Russian Railways.

The bridge over the south branch of the Chicago River is also an important structure, and was completed in time for the opening of spring navigation. It was re-built of wrought iron after the "Pratt Truss" plan, with Linville and Piper's improvements. It is a single track bridge 227 feet long, and cost \$78,500, one-half of which was borne by the Chicago and Alton Rail Road Company, who use it in common with this Company.

It will be noticed that considerable expenditure has been made for station buildings, although not as much as the needs of the road would warrant. The deficiency in this respect is still great, especially west of Crestline, and large outlays are still necessary to meet the growing demands of the public, and to conduct the increasing business of the Company with economy.

The Chief Engineer and his Assistants have, in the work committed to them, exhibited professional skill, as well as judgment and economy, and you are referred for fuller details of expenditures in this Department to the Report of the Chief Engineer, which will be found both interesting and instructive.

The expenditures for new work and equipment by the General Superintendent have been mainly on the latter account. Of the locomotives added eight were purchased of Messrs. Baldwin & Son, of Philadelphia, and one built at the Company's shops which will compare favorably, both as regards cost and quality, with those purchased at outside works. Two new coaches, with five compartments, each of which will accommodate six persons, have been built at the Company's shops at Fort Wayne, according to plans originated by the Company's master mechanic.

These coaches are intended to be run through between Jersey City and Chicago without change, and to be used both as day and night cars, and were put permanently in service in December last. They have recently been sold to the Central Transportation Company, the owner of the sleeping coaches at present running between Chicago and Philadelphia and Jersey City.

The experience thus far had with them would seem to indicate their success, as they combine increased comfort with privacy, and are admirably adapted to families, or parties making long journeys. The Central Transportation Company propose adding four more to complete the requisite number for the line.

Besides these coaches, six new baggage cars have been added to the passenger equipment, and one hundred box, one hundred stock, and one hundred flat cars, one caboose, and one market car to the freight equipment. The total expenditure for additional equipment was \$450,752 76.

This portion of your property now consists of the following:

Locomotive.	First Class Coaches	Second Class Coaches	Baggage Cars.	Mail Cars.	Express Cars.	Pay-masters Car.	Director's Car.	Box Freight Car.	Stock Cars.	Flat Cars.	Market Cars.	Caboose Cars.	Tool Cars.
199	93	26	28	7	19	1	1	1,157	542	885	6	94	8

The relations of this Company with connecting roads and lines have not been materially changed during the past year excepting an arrangement for the working of the St. Louis, Alton and Terre Haute Rail Road for a period of ninety-nine years, jointly with the Indianapolis and Cincinnati Rail Road Company, and the several Companies owning the three roads between Indianapolis and Erie, Pennsylvania. The Companies agreeing to work the road are to pay thirty per cent. of the gross earnings until they reach \$2,000,000 per annum, and twenty-five per cent. of the gross earnings which exceed \$2,000,000, and less than \$3,000,000 per annum, and twenty per cent. on all gross earnings over \$3,000,000 per annum, and have guaranteed to the St. Louis, Alton and Terre Haute Rail Road Company a sum of \$450,000 a year under the arrangement. The condition of their property at the time the arrangement was made was such as to require some advances on the part of this and the other Companies to put the track and equipment in a condition so as to realize profitable results. This is being done, and will be continued to some extent, during the current year, after which it is believed that the road will yield a profit to the Companies working it.

The object of your Board of Directors in entering into the arrangement for operating the St. Louis, Alton and Terre Haute Rail Road was to harmonize all interests east of Indianapolis in the working of the single line of road from Indianapolis to St. Louis, in such way as to give to the several roads and lines east of Indianapolis their several fair and equitable proportions of the business east from St. Louis by this route, and at the same time remove all temptation from the parties in an effort, each for itself, to get an exclusive contract of the single Railway line west of Indianapolis. For nearly a year previous to the consummation of the arrangement each of the lines of road north and south of your road had been engaged in efforts to obtain exclusive control west of Indianapolis, the effect of which, if accomplished, would have been to cut this Company off from all St. Louis business excepting by the way of Chicago. When, therefore, the plan was suggested to your Board of Directors to join with all the other interests in an arrangement for working the line between Indianapolis and St. Louis for the common benefit on an equitable basis, it seemed so eminently to the interests of this Company, as well as to all, that they did not hesitate to commit this Company to the plan. Unfortunate-

ly before the final signing of the papers, and the formal taking possession of the property, the Pennsylvania Rail Road Company withdrew from the arrangements for reasons which the other parties were not, and have not yet been, able to appreciate, and consequently they were unwilling to adopt them, and thus break the pledge entered into by them with the St. Louis, Alton and Terre Haute Rail Road Company. It is hoped, as it is very desirable, that the Pennsylvania Rail Road Company will yet join in the arrangement, and thus harmonize all interests, as was originally designed.

The Managers of the Grand Rapids and Indiana Rail Road Company, whose road is to connect with your line at Fort Wayne, have completed and brought into use during the past year twenty miles of road, and have a large force at work on the forty-eight (48) miles lying between Kalamazoo and Grand Rapids, Michigan, which it is expected to complete and bring into use this year. The completion of this road from Fort Wayne to the Straits of Mackinaw, through the best portion of the State of Michigan, will add largely to the business of your line.

Your Board had hoped to be able to inform you in this report that the American Central Railway Company had completed some portion of their road during the year. But owing to the European parties with whom they had contracted failing to comply with their engagements, the whole of last year was lost in the prosecution of their work. Relying now more upon the local means and energies of the country, as well as upon new European parties who have come into the enterprise, the executive officers express confidence that the work will now go rapidly forward to completion. This line is to be built on a route practically east and west from Fort Wayne to Omaha, five hundred miles in length.

The legislative restrictions upon the Pittsburgh and Connellsville Rail Road Company have recently been removed, so that the only delay in the completion of that road to Cumberland, and thus, with the Baltimore and Ohio Rail Road Company, make the shortest route from Pittsburgh to Tide Water, will be in obtaining the pecuniary means to accomplish it. As the Baltimore and Ohio Rail Road Company has the controlling interest in the stock of the Pittsburgh and Connellsville Company, and owns the 180

miles of the eastern end of the line to Baltimore, which will be greatly benefited by the new business brought upon it by the completion of the road to Pittsburgh, she will doubtless take immediate and efficient steps to effect the completion of the ninety miles of unfinished work between Connellsville and Cumberland.

The marked characteristic in railway policy the past year has been to the aggregation of capital and roads, and this policy is likely to continue through the current year. Within certain limits the policy is well enough both for the interest of shareholders to secure permanent income, and for the public to bring the leading avenues under such a unit of management that they can be worked with greater efficiency and economy, and thereby better serve the purposes of the public. The objectionable feature to this aggregation is the rapidity with which the controlling interest in these great corporations change ownership, without consulting the wishes or interest of minority holders, and sometimes without any considerations of public policy. Your Board of Directors have avoided all such alliances and combinations, excepting in the case of the St. Louis, Alton and Terre Haute Road, heretofore noticed, and which cannot be regarded as of the character just described.

The greatest harmony and active co-operation exists in all the various departments of the road, thereby developing to the fullest extent the capacity of the property, and causing it to yield the largest income from its business at the rates which were obtained. To the General Superintendent and his chief officers this result is primarily due: and the Board also desires to commend the subordinate officers and employees generally for the faithful manner in which each in his respective sphere discharged his duties.

Respectfully submitted.

By order of the Board of Directors.

GEO. W. CASS, *President.*

Pittsburgh, March 18th, 1868.

GENERAL SUPERINTENDENT'S REPORT.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO.

OFFICE OF THE GENERAL SUPERINTENDENT,

PITTSBURGH, March 1, 1868.

To the President and Directors of the

Pittsburgh, Fort Wayne and Chicago Railway Company.

GENTLEMEN:—I herewith submit my report of the operations of your Railway for the year ending December 31st, 1867.

The earnings were from the following sources :

Passengers,	\$ 2,439,013 39
Freight,.....	4,483,616 42
Express Freight,.....	100,632 26
Mails,.....	93,900 00
Rent of Railway,.....	85,000 00
Miscellaneous,	39,963 89
New Castle Branch,.....	184,207 31
Total,.....	<u>\$ 7,426,333 27</u>

The expenses were :

Conducting Transportation,	\$ 1,192,485 87
Motive Power,.....	1,438,633 48
Maintenance of Way,.....	1,382,384 72
Maintenance of Cars,	505,342 63
General Expenses,.....	344,725 37
Operating New Castle Branch,.....	55,180 54
Total,.....	<u>\$ 4,918,752 61</u>

By including the *gross* earnings of the New Castle Branch as above, the aggregate expenses were $66\frac{2}{10}$ per cent. of the earnings, or deducting the item of general expenses, leaves the operating expenses $61\frac{6}{10}$ per cent., being a reduction of $\frac{7}{10}$ per cent. from the operating expenses of 1866. This reduction would

have been larger, had we been able to reduce expenses in the proportion in which earnings fell off.

The high prices of provisions, and, other necessities of life, prevented any reduction in cost of labor, and the prices which we were able to obtain for our business, were below those of the preceding year.

The reports of the Auditor will show that the ton mileage of 1867 was very little below that of 1866.

I believe, however, that our per centage of expenses will be found as low as, if not lower, than other lines of Railway similar in character and location.

CONDITION OF ROADWAY.

The improvement in roadway has been steadily carried forward during the year. The renewals of iron and cross ties have been made as fast as necessary. Nearly all the old wooden bridges have been replaced by new and more substantial structures. The new iron bridge over the Allegheny river at Pittsburgh is completed, and the general condition of the road has been much improved within the past year. Our roadway will compare favorably with first class roads of the country.

The renewals of iron have been:

On Eastern Division,.....	5,176 tons.
On Western Division,.....	5,936 "
Total.....	11,112

Being equal to 116 miles, or about 25 per cent. of the entire Railway re-laid with new iron during the year. This has been about the average renewal for the past three years, but the improved quality of iron we are now getting, fully warrants the belief, that we shall be able to reduce the expense of this item very materially after another year.

On the Eastern Division, three hundred (300) tons of Bessemer steel rails were laid early in the year, between Pittsburgh and the Allegheny shops. They have now been down a year and show no perceptible signs of wear. Six (6) months was the full term of service we were able to get out of iron rails on this portion of track, and the experience, so far, with the Bessemer rails, seems to fully justify the large increase in original cost. We have one hundred (100) tons additional steel rails on hand which

will be laid down on the heavy grades, with the view of more fully testing its durability and safety under a higher rate of speed than that already down has been subjected to. I think it good economy to continue the use of steel rails as fast as the finances of the Company will admit of so doing.

The renewals of cross ties have been :

On Eastern Division,.....	91,879
On Western Division,.....	154,922
	<u>246,801</u>

Being equal to an entire renewal of ties in 128 miles of roadway.

The estimated wants for the coming year in this heavy item of expense are as follows :

	TONS NEW IRON.	TONS RE-ROLLED IRON.	CROSS TIES.
Eastern Division,.....		4,000	60,000
Western Division,.....	1,000	5,000	100 000
Total,.....	1,000	9,000	160,000

SIDINGS.

	EASTERN DIV.	WESTERN DIV.	TOTAL.
Sidings laid Dec. 31, 1866,	51 m. 090 ft.	52 m. 2,590 ft.	103 m. 2,680 ft.
“ “ “ 1867,	51 m. 631 ft.	53 m. 4,668 ft.	105 m. 19 ft.
Increase in 1867,...	541 ft.	1 m. 2,078 ft.	1 m. 2,619 ft.

We will need four (4) miles of additional siding during the year in order to fully accommodate the wants of the service.

MOTIVE POWER.

The number of engines on the Railway is as follows :

	EASTERN DIV.	WESTERN DIV.	TOTAL.
On Railway December 31, 1866,.....	97	93	190
Bought in 1867,.....	4	4	8
Built at Allegheny Shops,.....	1	.....	1
Total,.....	102	97	199

One of the engines reported above as on Eastern Division, was sold to the New Lisbon Railway Company during the year ; but we are building a new engine at Allegheny shops to take her

place. By this arrangement, an engine better adapted to the wants of the service will be obtained without any increase of cost to this Company.

The condition of the engines is thus reported.

	In good order	Fair order.	In shop.	Needing general repairs
Eastern Division,	78	10	11	2
Western "	79	12	6	.. .. .
Total,	157	22	17	2

The mileage made by engines during the year is shown by the following table:

	Passenger.	Freight.	Wood, Gravel and Repairing.	Total.
Eastern Division,	717,692	1,756,995	110,238	2,584,925
Western "	787,988	1,462,579	202,532	2,453,099
Total,	1,505,680	3,219,574	312,770	5,038,024

The average mileage made by engines was:

On Eastern Division, 25,342 miles.
 " Western " 25,289 ,,

PASSENGER ROLLING STOCK.

The following table exhibits the number and description of the cars of this branch of the service on the Railway, December, 31, 1867:

	COACHES.		Bagg'e Cars.	Mail Cars.	Express Cars.	Directors' Car.	Pay-master's Car.
	1st Class.	2d Class.					
On Railway Dec. 31, 1866, Built at Ft. Wayne Shops in 1866,	93	26	22	7	19	1	1
.....	.....	.....	6	.....	.....	.....	.....
On Railway Dec. 31, 1867,	93	26	28	7	19	1	1

And in the following condition:

	COACHES.		Bagg'e Cars.	Mail Cars.	Express Cars.	Directors' Car.	Pay-master's Car.
	1st Class.	2d Class.					
In good order,	63	26	24	6	14	1	1
" fair "	12	.....	.....	.....	.....	.....	.....
" Shop,	10	.....	1	.....	.....	.....	.....
Need general repairs,	8	.....	3	1	5	.....	.....
Total,	93	26	28	7	19	1	1

Of the above, 49 first class, 20 second class coaches, 14 baggage and 7 express cars, have been thoroughly repaired, and rebuilt, and re-painted, during the past year. The expenditure on this portion of our rolling stock has been large, but was absolutely necessary to bring it up to the standard attained by competing lines. In this I am satisfied we have succeeded, and a comparison will show favorably with any Railway in the country as to passenger and freight equipment, in condition and quality.

FREIGHT CARS.

The freight car equipment and its condition is shown below:

	Box.	Stock.	Flat.	Ca-boose.	Tool.	Market	Total.
On Railway Dec. 31, 1866,	1,057	442	776	93	8	5	2,381
Built in 1867,.....	100	100	100	1	.....	1	302
Bought in 1867,.....	.....	.....	9	.....	.....	.....	9
On Railway Dec. 31, 1867,	1,157	542	885	94	8	6	2,692

The annexed tables will show the miles run by cars in passenger and freight service.

PASSENGER CARS.

	1st Class Coaches.	2d Class Coaches.	Baggage and Mail.	Express.	Total.
Eastern Division,....	2,268,827	289,906	693,804	256,081	3,508,618
Western "	2,578,182	380,294	856,129	283,641	4,098,246
Total,.....	4,847,009	670,200	1,549,933	539,722	7,606,864

FREIGHT CARS.

	Loaded.	Empty.	Caboose.	Total.
Eastern Division,.....	13,046,447	3,975,479	1,259,228	18,281,154
Western "	14,926,067	4,126,614	1,102,725	20,155,406
Total,.....	27,972,514	8,102,093	2,361,953	38,436,560

Of the above freight car mileage, 7,158,651 miles were run by cars of Foreign Roads, and car service paid therefor, and 1,907,505 miles run by the cars of private individuals, upon which no car service was paid, showing that of the gross mileage made, over 23 per cent. was made by cars not belonging to this Company.

I refer you to the Report of the Chief Engineer, as to wants of the Company for new buildings and construction. We labor under many disadvantages for want of proper Station Houses, for the transaction of the business of the Company, and at times suffer serious loss for want of protection to property we transport. This is especially the case in the City of Pittsburgh.

Allow me again to call your attention to the importance of erecting a Passenger Station in the City of Chicago. So important a station as this, should as soon as practicable, be supplied with a house sufficient to fully meet the demands of the traveling public.

Since the opening of the New Castle and Lawrence Branches, the tonnage from these sources has largely increased the business of the Main Line, and has been limited only by our inability to furnish sufficient cars and motive power.

To accommodate this trade, and more fully satisfy the pressing demands for transportation along these lines, I respectfully request that you give me authority to purchase for the Eastern Division, ten (10) new locomotives, and to build at Fort Wayne shops, one hundred (100) box cars, and two hundred (200) gondola or flat cars. Should you deem it expedient to give this order, it will, in my opinion, be for the interest of the Company to do so at as early a day as possible.

I can now purchase engines upon very favorable terms.

As far as I am at present able to anticipate, we shall not need for the coming year, any addition to our present passenger rolling stock.

The movement of trains during the year has been very satisfactory. Not a passenger has been killed, and accidents to passenger or freight trains have not in any case been serious.

Accompanying this Report, I refer you to detailed statements of the Auditor, giving the earnings and expenses of each department, and the sources from which the revenue of the Company has been derived.

Our local business is steadily increasing, which is of permanent value to the Company, and with proper care and facilities can be much further increased and developed.

I refer you also to the General Freight Agent's Report annexed, which contains valuable information as to the freight traffic of the Company.

It is gratifying to me to report that the best feeling exists among the officers and employes of the Company, and that there appears to be but one desire, and that is, to further the interests of the corporation.

They have discharged their duties well and faithfully.

Very respectfully,

J. N. M'CULLOUGH,

General Superintendent.

GENERAL FREIGHT AGENT'S REPORT.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO.

OFFICE OF THE GENERAL FREIGHT AGENT,

PITTSBURGH, February 26th, 1868.

J. N. M'CULLOUGH, ESQ., *General Superintendent.*

DEAR SIR:—The statistics of the Freight Traffic over this Railway for 1867, compare with those of 1866, as follows, viz :

FOR THE YEAR.	1866.	1867.	INCREASE.		DECREASE.	
			Am't.	Per Cent.	Am't.	Per Cent.
Freight Earnings,.....	\$4,707,582 12	\$4,483,616 42	.....	.....	\$223,965 70	5
Freight Tonnage,.....	1,025,778	1,154,351	128,573	12½	.....	.....
Freight Ton Mileage,.....	233,274,794	228,791,443	.....	.....	4,483,351	2
Average Haul—Miles,.....	227	198½	.....	.....	28½	12½
Average Load of Loaded Cars						
—Tons,.....	8 ¹⁷³ / ₁₀₀₀	8 ³⁰³ / ₁₀₀₀	¹³⁰ / ₁₀₀₀	⁶ / ₁₀	.....	.....
Freight Car Mileage on Main						
Line,.....	36,829,493	35,496,309	.....	.....	1,333,186	3 ⁶ / ₁₀
Loaded Cars,.....	28,543,369	27,556,215	.....	.....	987,154	3 ⁵ / ₁₀
Empty “	8,286,126	7,940,094	.....	.....	346,032	4 ² / ₁₀
EMPTY CAR MILEAGE.						
Eastward,.....	1,382,781	2,775,484	1,392,703	100 ⁸ / ₁₀	.....	.....
Westward,.....	6,903,345	5,164,610	.....	.....	1,738,735	25

The freight earnings westward have *increased* \$81,420 93, while the eastward earnings have *decreased* \$305,386 63, the reduction in the total, of \$223,965 70, or five per cent., being much less than might have been expected to result from the low rates obtained on live stock during half the year, and from the almost prohibitory rates upon eastward through business,

which prevailed during the last six months of 1867, the causes of which are too well understood to need repetition. But for these difficulties, we could and should have shown an increase in eastward traffic also. Had the cars which came eastward empty, been loaded at but $1\frac{1}{2}$ cents per ton per mile, they would have earned \$200,000 00 additional, with but a nominal addition to the expenses, and such rates were obtainable during most of the period referred to.

In consequence of the large tonnage carried short distances, (mostly from the Branches,) and of the decrease in the through trade eastward, the average haul has been reduced $12\frac{1}{2}$ per cent. resulting in a decrease of two per cent. in the ton-mileage, while the rate per ton per mile has been decreased from $2\frac{2}{100}$ cents in 1866 to $1\frac{96}{100}$ cents in 1867, a decrease of three per cent.

The average load per car of $8\frac{303}{1000}$ tons, is very satisfactory, and favorable to economy in expense.

The claims for losses, damage and overcharge, settled during the year, have been :

On account of traffic of 1865,.....	47
“ “ “ “ 1866,.....	255
“ “ “ “ 1867,.....	<u>1791</u>
Total number of claims settled,.....	2,093
“ “ “ “ rejected,.....	<u>105</u>
“ “ “ “ examined and decided,.....	<u>2,198</u>

Of the 2,093 claims settled, those for “loss and damage” amounted to \$25,489 11, on account of the business of 1865, 1866 and 1867 respectively, as follows, viz :

ON ACCOUNT OF.	1865.	1866.	1867.	Total.
Live Stock,.....	\$ 900 00	\$ 1,851 72	\$ 3,193 03	\$ 5 944 75
Freight,.....	3,188 49	4,298 92	6,952 27	14,439 68
	4,088 49	6,150 64	10,145 30	20,384 43
Other Rail Road Companies,.....	673 93	824 67	3,606 08	5,104 68
Total Loss and Damage,.....	\$ 4,762 42	\$ 6,975 31	\$ 13,751 38	\$ 25 489 11

The amount charged to "loss and damage" for 1867 \$10,145 30 is distributed as follows, viz :

ON ACCOUNT OF.	Eastern Division.	Western Division.	Not Located.	Total.
Live Stock—Escaped and Stolen.....	\$ 20 15	\$ 44 88	.....	\$ 65 03
do —Wrecked.....	2,318 72	91 86	.....	2,410 58
do —Damaged—Other Causes,...	487 50	229 92	.....	717 42
Total,.....	2,826 37	366 66	.....	3,193 03
Freight—Lost,.....	694 44	458 01	\$ 902 67	2,055 12
do —Stolen.....	601 49	737 44	748 50	2,087 43
do —Detention,.....	69 10	.....	.....	69 10
do —Wrecked,.....	89 25	926 73	.....	1,015 98
do —Other Causes,.....	492 88	471 21	760 55	1,724 64
Total,.....	\$ 1,947 16	2,593 39	2,411 72	6,952 27
Total Loss and Damage,.....	\$ 4,773 53	\$ 2,960 05	\$ 2,411 72	\$ 10,145 30

The claims for "loss and damage" incurred in the traffic of 1865, 1866 and 1867 respectively, so far as settled, compare as follows, viz :

ON ACCOUNT OF.	1865.	1866.	1867.	Decrease. 1867 From 1866.
Stock,.....	\$ 17,425 24	\$ 8,366 97	\$ 3,193 03	\$ 5,163 94
Freight,.....	41,404 04	21,356 58	6,952 27	14,404 31
Totals,.....	\$ 58,829 28	\$ 29,723 55	\$ 10,145 30	\$ 19,568 25

The claims for "loss and damage" incurred in 1867, amount to 34 per cent. of the amount incurred in 1866, and to but 17 per cent. of the amount chargeable to 1865.

This desirable and satisfactory result is due largely to the freedom from serious accidents to freight trains, which has characterized the business of the past year, but it is still more the result of watchful care on the part of agents and clerks, induced by the sense of personal accountability, and of the supervision of this department, which they have been led to feel, and the effects of which may be expected to continue.

The following statement shows the amounts of loss and damage for each of the last three years, compared with the amounts paid by the three "Trunk Lines" respectively, and also shows the "per cent. of freight earnings" and the "tons carried one mile for each dollar of loss and damage paid" by each.

AMOUNTS, LOSS, AND DAMAGE.	1865.	1866.	1867.
Paid by N. Y. Central R. R. Co.,...	\$ 68,348 11	\$ 125,386 37	\$ 69,031 52
do Erie Railway Company,.....	151,850 79	115,992 12	101,208 78
do Pennsylvania R. R. Co.,.....	151,711 07	144,524 11	151,606 39
do Pitts., Ft. W. & C. Ry. Co.,	58,829 98	29,723 55	10,145 30

PAID BY	Per cent. of Freight Earnings.			Tons carried one mile for each dollar loss and damage paid.		
	1865.	1866.	1867.	1865.	1866.	1867.
New York Central R. R. Co ,.....	$\frac{7.8}{100}$	$1\frac{30}{100}$	$\frac{7.5}{100}$	3,877	2,640	5,248
Erie Railway Co ,.....	$1\frac{41}{100}$	1	$\frac{93}{100}$	2,558	4,125	5,433
Pennsylvania R. R. Co.,.....	$1\frac{35}{100}$	$1\frac{23}{100}$	$1\frac{28}{100}$	2,769	3,550	3,734
Pitts., Ft W. & C. Ry. Co... ..	$1\frac{24}{100}$	$\frac{63}{100}$	$\frac{23}{100}$	3,294	7,840	22,552

From which it appears, that an average of $48\frac{2}{10}$ tons, or five car loads, were carried the whole length of the Railway (468 miles,) for each one dollar (\$1.00,) of loss and damage sustained in 1867.

Very respectfully,

WM. P. SHINN,

General Freight Agent.

AUDITOR'S REPORT.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO.

OFFICE OF THE AUDITOR,

PITTSBURGH, MARCH 18TH, 1868.

*To the President and Board of Directors of the
Pittsburgh, Fort Wayne and Chicago Railway Company.*

GENTLEMEN:—In compliance with the By-Laws of the Company, I submit the annexed abstracts, showing the financial condition of the Company on the 31st day of December, ult., and tabular statements showing the monthly operations on the Railway in the several departments, during the year ending December 31st, 1867, viz:

GENERAL ACCOUNT, showing in a condensed form the cost of the Railway and equipments, &c., and means of the Company, with the capital and liabilities at the close of the year 1867.

ABSTRACT A, showing the items of cost of Railway and Equipment. Amount, \$22,889,270 72.

ABSTRACT B, Items making up cost of Construction and Equipment for the year. Amount, \$963,895 60.

ABSTRACT C, showing original cost of, and additions to Akron Branch to December, 31st, 1867. Amount, \$207,575 03.

ABSTRACT D, showing number and cost of first and second Mortgage Bonds held by Trustees of Sinking Fund. Amount, \$404,710 26.

ABSTRACT E, Capital Stock, \$11,500,000 00.

ABSTRACT F, Funded Debt, \$12,563,000 00.

ABSTRACT G, Income Account, Balance to Credit, \$1,098,111 97.

ABSTRACT H, Monthly Earnings, Total, \$7,242,125 96.

ABSTRACT I, Expenses of operating and maintaining the Railway and Equipment during the year. \$4,863,572 07.

STATEMENT No. 1, showing the comparative earnings, expenses and net earnings of each Division of the Railway.

STATEMENT No. 2, showing the earnings, expenses and net earnings of the Eastern Division during 1867, compared with 1866.

STATEMENT No. 3, showing the earnings, expenses and net earnings of the Western Division, during 1867, compared with 1866.

STATEMENT No. 4, showing mileage of locomotive engines during the year.

STATEMENT, No. 5, showing mileage of cars of all classes during 1867, compared with 1866.

STATEMENT No. 6, showing the monthly transportation of tonnage, the mileage thereof, and the revenue therefrom, during 1867, compared with 1866.

STATEMENT No. 7, showing the classification of tonnage during 1867, compared with 1866.

STATEMENT No. 8, showing the monthly transportation of passengers, the mileage thereof, and the revenue therefrom, during the year 1867, compared with 1866.

STATEMENT No. 9, showing the classification of passengers (local) carried, the mileage thereof, and the revenue therefrom, during the year 1867, compared with 1866.

STATEMENT No. 10, showing the classification of passengers, (foreign) carried, the mileage thereof, and the revenue therefrom, during the year 1867, compared with 1866.

STATEMENT No. 11, showing the transportation of tonnage on each division of Railway, the mileage thereof, and the revenue therefrom, during the year 1867, compared with 1866.

STATEMENT No. 12, showing the transportation of passengers on each division of the Railway, the mileage thereof, and the revenue therefrom, during the year 1867, compared with 1866.

STATEMENT No. 13, showing the tonnage of and revenue from Freight, and number of and revenue from Passengers transported *from* each station, during the year 1867, compared with 1866.

STATEMENT No. 14, showing the tonnage of and revenue from Freight, and number of and revenue from Passengers transported *to* each station, during the year 1867, compared with 1866.

Respectfully submitted,

J. P. FARLEY,

Auditor pro tem.

GENERAL ACCOUNT ,
ABSTRACTS AND STATEMENTS.

ABSTRACT A.

Cost of Railway, Equipments, Structures, &c., December 31, 1867.

Cost of purchase of Railway, &c., as received from Trustees,	\$ 18,910,000 00	
Less the following items:		
Amount of supplies in shops, and on line of Railway, and other property, at date of purchase from Trustees,	\$ 380,301 53	
Amount of sundry assets received from the P., F. W. & C. R. R. Co.,	52,936 66	433,238 19
Present cost of Railway, as received from Trustees,		\$ 18,476,761 81
Add cost of construction and equipment for 1864,	2,703,741 84	
“ “ “ “ “ 1865,	2,009,910 68	
“ “ “ “ “ 1866,	1,116,975 70	
“ “ “ “ “ 1867,		
per Abstract B.	963,895 60	
Total,	6,794,523 82	
Less this amount contributed by Income for improvements and additions since January 1, 1864,	2,382,014 91	4,412,508 91
Present cost of Railway, as shown in General Account,		\$ 22,889,270 72

ABSTRACT B.

Expenditures on Account of Construction and Equipment, for year ending December 31, 1867.

DISTRIBUTION OF ACCOUNT.	E. D.	W. D.	Total.
Ballast,			
Bridge Masonry,	\$ 48,829 12	\$ 26,402 94	\$ 75,232 06
Bridge Snperstructure,	80,110 14	23,288 53	103,398 67
Cars—Freight,	128,799 72	140,740 02	269,539 74
Cars—Hand, &c.,			
Cars—Passenger,	21,627 19	22,344 15	43,971 34
Chairs,		145 70	145 70
Cross Ties,		1,204 28	1,204 28
Engine Houses,	20,199 15	294 41	20,493 56
Engineers—Salaries of,	14,914 66	3,556 82	18,471 48
Fencing,	12,785 24	1,257 20	14,042 44
Foremen and Tool Houses,	71 00		71 00
Frogs,			
Grading,	55,125 82	14,744 05	69,869 87
Incidentals,	504 89	87 92	592 81
Iron Rails,	1,156 07	6,731 92	7,887 99
Locomotives,	75,068 55	62,173 13	137,241 68
Machinery for Shops,	3,024 80	7,161 24	10,186 04
Machine Shops,	3,054 94	682 59	3,737 53
Printing and Stationery,	8 25	24 25	32 50
Real Estate,	12,456 32	306 38	12,762 70
Right of Way,	7,206 44	972 71	8,179 15
Railway Superstructure,		443 36	443 36
Spikes,		249 79	249 79
Splices and Bolts,			
Stations and Warehouses,	55,732 99	34,854 99	90,587 98
Street and Road Crossings,			
Telegraph,			
Track—Labor, Laying,		1,402 61	1,402 61
Wood and Water Stations,	35,987 71	38,163 61	74,151 32
Total,	\$ 576,663 00	\$ 387,232 60	\$ 963,895 60

ABSTRACT C.

Cost of Akron Branch, December 31, 1867.

Cost of original purchase,.....		\$ 179,829 40
Expenditures in 1867 for extension of the same as follows:		
Bridge Masonry,.....	\$ 1,136 00	
Cross Ties,.....	708 53	
Engineers, salaries of.....	1,620 39	
Grading,.....	14,038 08	
Iron Rails,.....	627 27	
Right of Way,	5,908 20	
Spikes,.....	825 00	
Splices, Bolts, &c.,.....	2,873 16	
Total cost of extension to date,.....		27,745 63
Total cost of Akron Branch to date, as shown in General Account,.....		\$ 207,575 03

ABSTRACT D.

Sinking Fund First and Second Mortgage Bonds, December 31, 1867.

	Par Value.	Cost.
174 First Mortgage Bonds, at \$ 500 each, \$ 87,000 00		
99 " " " " \$ 1,000 " 99,000 00	\$ 186,000 00	\$ 199,766 55
4 Second Mortgage Bonds, at \$ 500 each, \$ 2,000 00		
202 " " " " \$ 1,000 " 202,000 00	\$ 204,000 00	\$ 204,943 71
Total amount of Sinking Fund, as shown in General Account,.....	\$ 390,000 00	\$ 404,710 26

ABSTRACT E.

Capital Stock, December 31, 1867.

Amount of original Capital authorized by Charter,.....	\$ 6,500,000 00
Amount of New Stock authorized by vote of the Bond and Stockholders, April, 1864,.....	3,500,000 00
Amount of New Stock authorized by vote of the Bond and Stockholders, May 25, 1867,.....	1,500,000 00
Total amount of Capital Stock, as shown in General Account,.....	\$ 11,500,000 00
Full Shares, 114,972 of \$100 each,.....	\$ 11,497,200 00
Scrip Certificates,.....	2,800 00
	\$ 11,500,000 00

ABSTRACT F.

Funded Debt, December 31, 1867.

DATE OF ISSUE.	DATE OF MATURITY.	SERIES.	AMOUNT.	Rate per Cent. of Interest.	INTEREST PAYABLE.	FIRST COUPONS DUE.	TOTAL.
First Mortgage Bonds.							
March 1, 1862,	July 1, 1912,	A	\$ 875,000 00	7	January and July,	July 1, 1862,	
" " " "	" " " "	B	875,000 00	7	February and August,	August 1, 1862,	
" " " "	" " " "	C	875,000 00	7	March and September,	September 1, 1862,	
" " " "	" " " "	D	875,000 00	7	April and October,	October 1, 1862,	
" " " "	" " " "	E	875,000 00	7	May and November,	November 1, 1862,	
" " " "	" " " "	F	875,000 00	7	June and December,	December 1, 1862,	\$ 5,250,000 00
Second Mortgage Bonds.							
March 1, 1862,	July 1, 1912,	G	860,000 00	7	January and July,	January 1, 1863,	
" " " "	" " " "	H	860,000 00	7	February and August,	February 1, 1863,	
" " " "	" " " "	I	860,000 00	7	March and September,	March 1, 1863,	
" " " "	" " " "	K	860,000 00	7	April and October,	October 1, 1862,	
" " " "	" " " "	L	860,000 00	7	May and November,	November 1, 1862,	
" " " "	" " " "	M	860,000 00	7	June and December,	December 1, 1862,	5,160,000 00
Third Mortgage Bonds.							
March 1, 1862,	July 1, 1912,			7	From income as declared	None.	2,000,000 00
" " " "	" " " "			7	by Board of Directors		
					after April 1, 1862,		
Bridge Bonds O. & P. R. R. Co.	May 1, 1876,			7	May and November,	November 1, 1866,	153,000 00
Total amount Funded Debt, as shown in General Account,							\$ 12,563,000 00

ABSTRACT H.

Earnings for the year ending December 31, 1867.

FROM WHAT SOURCE	January.	February.	March.	April.	May.	June.	July.	August.	Septemb'r.	October.	Novemb'r.	December.	Total.
Freight.....	\$345,798 04	\$350,564 80	\$400,190 60	\$345,360 29	\$360,563 51	\$289,630 52	\$322,253 92	\$374,419 21	\$405,129 19	\$484,189 99	\$435,186 47	\$370,299 85	\$4,483,616 42
Express Freight.....	8,958 00	7,668 00	8,604 26	8,307 00	8,626 50	8,019 83	8,669 99	8,550 08	7,987 50	8,626 50	8,307 00	8,397 00	100,632 26
Passenger.....	168,988 26	151,390 90	202,432 22	219,904 36	199,616 94	192,027 94	186,827 09	204,141 81	293,743 63	267,588 84	229,197 29	176,416 72	2,439,013 39
Mail.....	.....	7,825 00	7,825 00	7,825 00	7,825 00	7,825 00	7,825 00	7,825 00	7,825 00	7,825 00	7,825 00	7,825 00	83,900 00
Rents.....	2,000 00	75 00	120 00	337 50	75 00	500 00	2,077 50	.....	.....	587 50	.....	.....	93,900 00
Rent of Railway.....	7,083 33	7,083 33	7,083 33	7,083 33	7,083 33	7,083 33	7,083 33	7,083 33	7,083 33	7,083 33	7,083 33	7,083 33	6,651 92
Miscellaneous.....	1,763 17	890 46	1,644 45	1,739 34	2,693 78	2,189 08	2,644 44	4,164 56	728 42	8,899 38	2,499 05	3,465 24	86,000 00
Total	\$542,415 80	\$525,497 55	\$627,959 87	\$500,556 82	\$586,484 06	\$507,450 64	\$537,381 27	\$606,217 02	\$609,036 82	\$784,800 54	\$690,598 14	\$573,726 83	\$7,242,125 96
" " 1896	559,982 45	480,986 24	662,162 91	599,806 30	682,510 47	633,666 52	532,378 01	648,200 83	654,925 77	757,441 32	679,934 51	555,222 23	7,457,217 56
Increase.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease.....	\$17,566 65	\$44,511 31	\$34,203 04	\$9,249 48	\$9,026 41	\$126,215 88	\$14,996 74	\$41,983 21	.....	\$27,359 22	\$10,663 63	\$18,504 60	\$225,091 60

ABSTRACT I.

Expenses of Operation of Main Line, and Maintenance of Equipment

CONDUCTING TRANSPORTATION.	January.	February.	March.	April.	May.
Advertising,.....	\$ 986 40	\$ 1,387 85	\$ 185 21	\$ 428 77	\$ 147 99
Agencies, Ticket and Freight,....	6,290 20	6,050 83	6,471 61	6,903 76	7,805 96
do Foreign,.....	2,351 38	9,726 72	9,560 80	5,671 31	5,416 01
Baggage Masters,.....	2,731 11	2,216 55	2,494 48	2,542 89	2,445 80
Brakemen,.....	13,631 56	13,305 29	13,181 85	13,897 36	12,629 97
Cars—Cleaning and Inspecting,....	2,371 41	2,309 66	2,516 03	2,297 91	3,393 55
do —Fuel for,.....	588 06	434 86	511 67	391 01	96 88
do —Light for,.....	1,280 50	742 81	1,072 30	712 01	830 28
do —Hire of,.....	11,853 42	12,601 25	2,913 62	10,354 98	10,156 72
do —Oil, Tallow, Waste &c., for	2,440 55	2,503 50	2,678 86	2,482 03	2,241 84
Clerks,.....	7,993 20	6,970 13	7,595 98	7,420 79	7,584 99
Conductors,.....	10,596 69	10,546 08	10,466 85	8,341 15	10,114 26
Dispatchers,.....	1,854 55	2,315 02	1,941 90	2,570 58	1,613 43
Dam. to Prop. incl'g Stock killed	.....	2,036 62	1,300 60	957 92	1,336 43
Incidentals,.....	3,311 22	1,510 23	2,583 80	2,086 80	1,782 15
Injuries to Individuals,.....	2,776 00	5 00	881 65	134 70	3,397 53
Loss and Damage of Baggage,....	7 40	45 00	.....	56 75	.....
do do of Goods,.....	436 53	2,737 14	2,862 18	762 15	1,642 87
Mail Expenses,.....	128 00	133 00	333 00	281 20	186 00
Printing and Stationery,.....	3,788 10	4,439 20	3,902 07	4,430 07	2,041 97
Stations—Expenses of,.....	549 92	1,268 42	742 81	737 48	431 58
do —Repairs of, and Rent,.....	2,046 00	2,679 14	1,915 45	3,358 64	2,821 27
do —Fuel at,.....	2,046 20	1,270 75	1,613 88	1,504 84	861 34
do —Labor at,.....	9,179 19	9,633 87	8,788 36	8,329 83	10,699 12
do Light at,.....	633 88	629 69	1,178 23	625 07	569 82
Superintendence,.....	808 43	501 32	804 93	779 30	1,079 03
Telegraph—Expenses of,.....	4,281 64	4,440 50	4,706 93	5,286 42	4,599 79
Insurance,.....	.....	20,000 00	.....	.....	.....
Total,.....	\$ 94,961 45	\$ 122,440 23	\$ 93,205 05	\$ 93,345 72	\$ 95,926 63
MOTIVE POWER.					
Enginemen and Firemen—Pass..	\$ 7,223 71	\$ 6,117 58	\$ 6,349 82	\$ 6,359 65	\$ 6,680 51
do do —Fr't.....	17,383 56	17,176 82	17,102 99	15,945 26	16,622 36
Engine Houses and and M. S.—	.....	.....	.....	.....	.....
Fuel for Stoves,.....	4,600 67	2,349 36	3,059 69	959 90	455 72
Eng Houses M.S. & T.T. Rep'rs of	2,095 84	1,356 26	1,324 76	2,868 82	1,193 77
Incidentals,.....	300 20	578 54	388 72	219 08	279 20
Laborers,.....	7,783 31	6,861 87	7,438 65	6,909 82	6,987 21
Locomotives—Pass.—Coal for,...	4,910 25	3,876 08	3,532 58	4,013 18	3,238 26
do —Freight—do	8,023 64	7,103 83	6,644 90	7,437 25	6,620 18
do —Pass—Oil, Tal-	.....	.....	.....	.....	.....
low, Waste, &c.,.....	1,767 52	1,485 37	1,476 13	1,514 58	1,483 07
do —Freight—do	3,999 43	3,922 85	3,514 65	3,628 34	3,367 51
do —Pass—Repairs of,	13,743 29	17,594 44	8,194 69	8,134 54	5,512 27
do —Freight—do	28,550 98	24,100 79	26,827 43	25,987 22	24,850 08
do —Pass—Wood for,...	9,600 91	7,562 89	8,005 62	7,260 99	6,722 95
do —Freight—do	18,626 11	20,424 88	18,336 24	15,617 20	15,810 70
do Furn're & Fix'ts of	467 92	905 29	619 33	360 93	379 11
Printing and Stationery,.....	20 00	85 00	75 00	55 00	83 84
Pumping Water,.....	3,775 66	3,585 78	1,477 87	3,391 19	1,373 77
Superintendence,.....	458 33	526 83	607 33	595 33	588 41
Switchmen,.....	873 08	1,004 52	1,019 62	990 46	388 16
Tools and Machinery—Rep'rs of,	2,207 34	3,113 99	2,926 93	2,952 73	1,900 38
Watchmen,.....	1,661 96	1,564 05	1,559 40	1,554 85	1,245 59
Water Stations—Expenses of,...	355 77	380 47	2,488 28	63 20	1,815 64
do do & Fix'ts—Rep's of	1,868 62	1,168 65	637 73	588 12	874 75
Total,.....	\$ 140,904 10	\$ 132,786 14	\$ 123,637 96	\$ 117,407 64	\$ 108,473 44

ABSTRACT I.—Continued.

and Railway, &c., &c., for twelve months ending December 31, 1887.

June.	July.	August.	September.	October.	November.	December.	Total.
\$ 1,748 60	\$ 458 08	\$ 440 99	\$ 447 78	\$ 339 03	\$ 308 13	\$ 680 82	\$ 8,559 65
5,709 29	6,549 29	7,191 61	7,405 76	6,983 07	6,761 92	6,065 86	79,194 16
9,385 82	7,402 74	9,014 95	11,558 62	6,281 96	7,968 23	9,658 80	93,977 34
2,430 15	3,836 82	2,244 47	2,497 53	2,411 67	2,984 27	2,495 23	31,330 97
12,389 76	10,979 61	13,063 54	13,291 54	13,893 44	13,920 65	13,870 55	158,055 12
3,229 94	2,523 78	2,740 93	2,054 94	2,747 84	2,053 34	2,666 01	30,905 34
29 61	.....	.....	.....	88 73	127 14	218 98	2,486 94
830 99	264 14	435 59	140 16	1,130 10	556 54	470 46	8,465 88
9,770 61	8,127 41	8,420 58	8,704 80	11,630 15	12,169 17	12,114 70	118,817 41
2,089 69	2,048 41	2,502 18	2,731 48	1,978 86	2,840 31	1,815 23	28,332 94
7,595 09	7,406 08	7,168 17	8,482 16	7,898 07	7,798 37	8,556 44	92,169 47
9,683 19	9,926 55	10,606 86	10,197 44	10,596 43	11,017 43	10,977 65	123,470 58
1,266 90	1,055 00	1,222 35	1,018 20	1,433 18	1,367 50	1,459 00	19,155 66
1,242 45	2,863 94	1,471 42	540 17	317 28	1,356 32	2,478 01	15,901 16
1,463 48	2,008 87	3,241 63	589 81	1,323 49	1,590 52	1,940 11	23,432 11
1,776 75	85 70	2,679 37	532 15	536 60	3 00	1,562 15	14,370 50
.....	44 50	.....	67 67	.....	.....	.....	221 32
2,551 07	696 45	264 08	1,298 53	3 80	1,391 44	4,289 87	18,936 11
551 00	33 00	353 00	383 00	33 00	336 00	383 00	3,133 20
1,442 42	4,614 71	3,112 72	4,348 06	2,399 48	4,186 72	3,408 13	42,113 65
301 11	882 53	283 82	409 67	908 78	903 06	679 69	8,998 87
1,659 28	2,369 92	1,414 44	2,923 05	8,071 55	4,409 61	5,136 18	38,508 53
622 85	86 86	118 38	160 37	776 48	996 01	1,229 48	11,287 44
10,396 34	11,634 89	9,550 46	10,559 26	11,791 55	14,212 25	10,662 15	125,737 18
518 61	713 15	346 76	744 95	611 02	984 98	285 99	8,885 15
1,073 33	1,116 28	1,106 83	1,054 67	906 47	1,092 17	1,035 87	11,358 13
4,514 13	4,342 59	4,387 97	4,641 97	4,935 62	5,034 14	4,509 56	55,741 06
.....	.....	.....	.....	.....	.....	.....	20,000 00
\$ 94,272 46	\$ 92,101 31	\$ 93,393 10	\$ 97,083 74	\$ 100,434 55	\$ 106,349 22	\$ 108,952 42	\$ 1,192,485 87
\$ 6,431 84	\$ 6,860 31	\$ 6,759 59	\$ 6,430 09	\$ 6,716 56	\$ 6,570 43	\$ 6,579 18	\$ 79,079 27
14,803 55	16,168 86	16,337 17	16,437 68	17,640 45	17,937 74	18,326 84	201,883 28
282 48	232 14	428 79	490 58	493 75	1,162 44	3,543 51	18,059 03
2,731 90	3,545 88	3,679 53	1,965 04	2,646 38	2,413 28	4,260 26	30,681 72
353 38	262 09	1,433 42	420 48	894 20	217 92	548 76	5,895 99
6,116 33	6,097 58	6,417 17	5,051 64	6,454 48	6,330 54	7,022 02	79,410 62
2,761 74	3,044 91	2,524 60	2,328 60	3,032 00	3,421 32	3,580 75	40,264 27
5,293 05	5,115 42	5,872 04	8,471 32	8,011 98	8,893 79	9,599 08	87,092 48
1,362 06	1,151 55	1,166 97	1,067 28	1,123 01	1,181 56	1,264 31	16,043 41
3,056 61	2,554 40	2,719 53	2,741 76	3,018 07	3,069 26	3,195 46	38,818 87
9,989 99	6,675 04	9,233 73	5,201 44	7,876 27	7,320 73	8,719 18	108,104 61
31,256 37	24,784 72	24,280 86	25,677 78	24,894 21	21,902 61	21,508 28	305,620 93
12,477 62	6,113 93	5,979 14	6,048 00	6,599 53	6,224 56	11,034 52	98,630 66
22,394 64	15,540 32	15,113 08	13,605 12	16,243 61	17,615 51	21,675 58	211,002 99
588 52	381 35	485 47	551 23	605 95	445 36	540 49	6,330 95
55 00	35 00	91 00	75 00	35 00	75 00	55 00	739 84
4,124 90	3,220 37	1,649 74	3,594 84	1,730 77	3,207 85	2,886 96	34,019 70
1,573 33	588 73	573 33	1,740 56	582 13	573 33	573 33	8,900 97
16 00	382 58	16 00	16 00	16 00	8 30	.....	4,730 72
2,125 33	1,704 69	1,917 79	1,534 70	2,209 00	1,952 56	1,912 93	25,458 37
769 36	880 95	1,129 20	837 20	811 12	786 00	810 20	13,609 88
238 56	2,107 17	1,865 05	526 67	1,159 09	309 35	625 23	11,944 43
388 44	960 48	1,108 52	817 65	3,926 49	1,936 55	2,954 44	17,230 44
\$ 129,100 00	\$ 108,408 47	\$ 110,781 72	\$ 105,640 66	\$ 116,720 05	\$ 113,555 99	\$ 131,217 31	\$ 1,438,633 48

ABSTRACT I.—Continued.

MAINTENANCE OF WAY.	January.	February.	March.	April.	May.
Ballast,	\$ 544 39	\$ 408 72	\$ 2 038 71	\$ 14,433 85	\$ 19,869 80
Bridges—Repairs of,	9,085 23	4,004 60	3,608 08	3,797 71	5,183 96
Chairs,	181 50	362 00	185 09	185 90	127 07
Clerks,	239 01	214 01	251 21	214 01	239 01
Cross Ties,	212 32	271 11	1 625 19	13,334 48	19,012 38
Frogs,	2,585 51	3,268 59	2,277 45	2 323 00	1,505 98
Fences & R'd Cross gs—Rep's of,	513 27	797 65	938 64	3,972 74	5,202 10
Foremen & Watch Houses—do	433 36	167 06	76 23	70 70	45 33
Hand Cars, Trucks &c.,— do	824 13	818 71	850 59	612 09	631 68
Incidentals,	1,117 50	746 10	604 21	968 73	1,814 23
Iron Rails,	52,695 10	32,204 03	49,198 34	39,178 34	15,956 88
Oil, Fluid, and Tallow,	416 90	438 96	501 96	318 76	405 61
Spikes,	1,810 50	2 129 26	1,468 06	1,766 12	2,086 12
Splices and Bolts,	5,205 76	2 584 16	9,586 17	1,286 54	2,103 75
Snow and Ice—Removing,	20,154 77	10,571 72	5,857 79	.....	.....
Superintendence & Supervisors	1 110 56	1,153 72	1,115 06	1,106 06	1,126 91
Switches and Switch Posts,	1,253 90	659 61	1,174 09	1,279 84	786 30
Tools and Repairs of Tools,	1,193 38	1,285 31	2,492 28	1,592 98	1,380 86
Telegraph—Repairs of,	286 74	342 62	158 47	265 70	161 84
Track—Labor Repairing,	2,864 49	9,245 30	14,802 32	18,166 70	17,736 88
Watchmen,	9,806 67	8 728 95	7,545 48	3 925 84	3,343 35
Total,	\$ 112,584 90	\$ 80,452 19	\$ 106,355 42	\$ 108,870 00	\$ 98,720 64
MAINTENANCE OF CARS.					
Cars—Pass'r & Bag'ge—Rep's of,	\$ 20,666 09	\$ 23,244 64	\$ 19 787 57	\$ 16 299 07	\$ 14,258 39
do —Freight— do	27,355 61	19,973 25	35,152 22	21,917 33	17,688 43
do —Furniture & Fixtures of, ..	662 80	792 77	420 72	138 80	136 93
do —Shops and Sheds for,	58 81	75 17	71 74	140 06	19 50
Car Shops Fuel for,	386 26	586 88	528 25	87 32	51 03
Incidentals,	36 56	4 75	13 50	32 59	48 68
Repairs—Ballast & Wood T'ks, ..	280 92	.....	194 95	.....	5 10
Tools, and Repairs of Tools,	555 38	567 79	865 99	623 99	770 89
Total,	\$ 50,002 43	\$ 45,245 25	\$ 57,034 94	\$ 39,239 16	\$ 32,978 95
GENERAL EXPENSES.					
General Offices—Attendants at, ..	\$ 205 00	\$ 210 00	\$ 209 75	\$ 184 17	\$ 180 00
do —Clerks in,	2,882 82	2,658 83	2,283 83	2,302 99	2,304 16
do —L's & Fuel for,	195 03	.....	157 18	60 61	.....
do —Rent of, .....	.....	.....	290 00	.....	.....
do —Repairs of,	307 11	112 07	139 07	191 00	162 00
do —Print'g & Sta'ry	342 25	556 06	636 90	1,343 70	216 75
do —Petty Exp's of,	190 62	62 40	307 89	13 51	166 22
General Officers—Salaries of,	1,450 11	1,758 34	2,483 34	2 333 34	2,333 34
Discount on Currency,	69 70	39 34	68 54	.....	.....
N. Y. Transfer Agency—Exp's of	535 70	599 60	549 05	752 75	681 45
Incidentals,	805 27	355 92	3,308 74	.....	557 16
Interest and Exchange,	373 05	454 16	400 07	.....	759 86
Legal Department—Expenses of	800 50	1,198 00	1,873 71	1,715 10	537 11
Taxes—State, City and County, ..	13 41	2,976 75	22,005 26	.....	60 20
do — do on Tonnage, .....	.....	.....	.....	.....	.....
do —United States,	5,487 34	5,256 17	4,944 08	4,230 40	5,762 48
Total,	\$ 13,657 96	\$ 16,307 64	\$ 39,567 41	\$ 13,127 57	\$ 13 720 73
Grand Total,	\$ 412,110 84	\$ 397,231 45	\$ 419,800 76	\$ 371,990 09	\$ 349,819 79

ABSTRACT I.—Continued.

June.	July.	August.	September.	October.	November.	December.	Total.
\$ 21,184 01	\$ 18,781 51	\$ 20,884 56	\$ 20,142 90	\$ 20,603 30	\$ 16,792 41	\$ 9,585 69	\$ 165,269 85
8,966 48	17,619 44	16,349 57	14,042 10	6,754 60	6,244 14	5,088 71	100,744 62
226 92	354 85	278 50	200 90	250 45	359 40	917 60	3,630 18
239 01	314 01	239 01	239 01	239 01	249 01	249 01	2,923 32
18,077 49	21,009 20	17,467 59	16,847 23	12,665 45	6,081 20	3,879 25	130,482 89
1,568 58	2,704 90	1,921 13	1,755 78	2,189 45	3,952 83	3,504 91	29,299 11
5,796 84	4,777 14	4,973 26	3,903 33	4,379 23	4,113 66	1,955 49	41,323 35
100 99	81 87	90 75	265 17	306 61	149 72	394 83	2,182 63
895 33	885 07	828 25	897 31	996 77	973 39	1,069 12	10,332 55
1,349 76	1,250 07	380 52	1,241 39	1,410 31	1,104 65	788 00	12,775 47
73,713 52	13,874 55	27,942 03	34,257 79	36,925 15	92,849 78	11,331 59	480,127 10
316 73	317 78	460 77	494 96	403 78	388 49	692 97	5,277 67
2,618 30	2,144 32	1,998 09	2,218 10	1,651 20	1,419 78	2,613 95	21,933 80
4,227 12	2,527 38	3,599 71	3,623 16	1,249 12	3,810 88	4,086 79	43,890 54
.....	.....	.....	.....	.....	63 28	3,205 55	39,853 11
1,118 56	1,124 56	1,117 56	1,126 31	1,119 06	1,123 06	1,130 52	13,471 94
1,599 43	1,100 84	1,031 21	1,262 26	1,333 72	1,351 76	1,172 58	14,025 54
1,480 15	1,694 52	1,923 94	2,025 76	1,164 57	1,257 01	1,939 54	19,457 30
129 44	150 10	116 49	181 15	337 97	190 69	218 18	2,539 39
14,289 80	17,858 62	16,430 49	16,193 79	17,635 74	17,244 69	16,485 80	178,954 53
3,288 56	3,430 83	3,309 27	3,438 22	3,459 76	3,420 54	8,190 56	61,888 03
\$161,187 02	\$112,001 56	\$ 121,130 71	\$ 124,336 62	\$ 115,075 25	\$ 163,140 37	\$ 78,530 64	\$1,382,384 72
\$ 15,621 11	\$ 12,853 41	\$ 16,356 30	\$ 14,129 33	\$ 12,596 41	\$ 12,605 67	\$ 13,489 70	\$ 191,907 69
16,949 29	21,381 48	25,020 52	26,640 48	21,376 26	17,176 03	44,168 19	294,799 09
249 81	226 67	666 65	258 97	243 27	84 58	127 72	4,009 69
113 03	154 98	54 21	442 76	615 81	269 17	516 66	2,531 90
.....	.....	2 23	.....	166 05	206 48	698 92	2,713 42
146 47	6 00	112 31	8 00	167 31	.....	.....	576 17
148 27	64 45	88 79	60 07	57 12	24 69	29 75	954 11
630 80	578 06	644 54	665 42	818 63	600 42	528 65	7,850 56
\$ 33,858 78	\$ 35,265 05	\$ 42,945 55	\$ 42,205 03	\$ 36,040 86	\$ 30,967 04	\$ 59,559 59	\$ 505,342 63
\$ 180 00	\$ 210 00	\$ 210 00	\$ 210 00	\$ 210 00	\$ 210 00	\$ 210 00	\$ 2,428 92
2,446 66	2,501 83	2,460 83	2,385 83	2,385 83	2,460 83	2,465 83	29,540 27
179 63	.....	.....	94 33	106 02	116 17	.....	909 04
200 00	.....	.....	200 00	.....	.....	200 00	800 00
182 00	1,456 75	219 50	414 75	134 75	275 12	254 20	3,918 32
187 50	309 53	829 90	362 90	218 15	225 16	687 50	5,916 30
45 90	463 35	171 85	36 63	109 00	410 94	66 02	2,044 33
2,333 34	2,333 34	2,333 34	2,333 34	2,333 34	2,333 34	2,333 34	26,691 85
.....	.....	.....	.....	.....	.....	6 03	183 61
1,682 34	921 95	518 10	586 00	625 05	500 00	1,797 74	9,749 73
5,143 79	1,526 56	327 39	706 73	554 05	308 87	385 04	13,979 52
1,399 84	107 84	262 83	28 09	711 77	.....	291 82	4,789 32
1,661 40	1,552 45	450 11	2,411 10	3,671 65	1,123 02	2,321 96	19,316 11
62,429 77	2,592 58	5,861 85	43 06	1,257 10	1,264 53	53,460 73	151,965 24
3,550 64	.....	917 19	.....	721 31	.....	.....	5,189 14
5,991 47	6,089 61	5,358 03	4,866 30	5,683 24	6,689 20	6,945 34	67,303 66
\$ 87,614 28	\$ 20,065 79	\$ 19,920 92	\$ 14,679 08	\$ 18,721 26	\$ 15,917 18	\$ 71,425 55	\$ 344,725 37
\$506,032 54	\$367,842 17	\$ 388,172 00	\$383,945 13	\$ 386,991 97	\$ 429,949 80	\$ 440,683 51	\$486,572 07

STATEMENT No. 1.

Earnings, Expenses and Net Earnings by Divisions.

EARNINGS.

	Eastern Division.	Western Division.	Total Earnings.	Excess on E. D.	Excess on W. D.
Freight,.....	\$2,143 650 52	\$2,339,965 90	\$4,483,616 42	.....	\$ 196,315 38
Express Freight,.....	44,396 50	56,235 76	100 632 26	.....	11,839 26
Passengers,.....	1,216,699 75	1,222,313 64	2 439,013 39	.....	5,613 89
Mails,.....	37,842 00	56,058 00	93,900 00	.....	18,216 00
Rents,.....	9 14 42	5,747 50	6 651 92	.....	4,843 08
Rent of Railway,.....	85,000 00	.....	85,000 00	\$ 85,000,00	.....
Miscellaneous,.....	5,541 64	27,770 33	33,311 97	.....	22,228 69
Total, 1867,.....	\$3 534,034 83	\$3 708,091 13	\$7,212,125 96	.....	\$ 174,056 30
" 1866,.....	3,371,360 21	4,095,857 35	7,467,217 56	.....	724,497 14
Increase,.....	\$ 162,674 62	.....	.....	.....	.....
Decrease,.....	.....	\$ 387,766 22	\$ 225,091 60	.....	\$ 550,440 84
Per cent. of total earnings, 1867.	48 7-10	51 3-10	.....	.....	2 6-10
" " " 1866	45 2-10	54 8-10	.....	.....	9 6-10
Earnings per mile of Ry, 1867.	\$ 18,718 40	\$ 13,266 87	\$ 15,464 71	\$ 5,451 53	.....
" " " 1866,	17,932 76	14,624 49	15,989 76	3,308 27	.....
Earnings per mile run by Fr't. and Pass. Engines, 1867.....	\$ 1 42 9-10	\$ 1 64 7-10	\$ 1 53 3-10	.....	21 8-10
Earnings per mile run by Fr't. and Pass. Engines, 1866.....	1 45	1 82	1 63 2-10	.....	37
Earnings per mile run by Fr't. and Pass. Cars, 1867.....	16 8-10	15 3-10	15 9-10	1 5-10	.....
Earnings per mile run by Fr't. and Pass. Cars, 1866.....	16 7-10	16 2-10	16 4-10	5-10	.....

EXPENSES.

	Eastern Division.	Western Division.	Total Expenses.	Excess on E. D.	Excess on W. D.
Conducting Transportation,.....	\$ 535,580 59	\$ 656,905 28	\$1,192,485 87	.....	\$ 121,324 69
Motive Power,.....	617,268 58	821,364 90	1,438 633 48	.....	204,096 32
Maintenance of Way,.....	635,271 17	847,113 55	1,382 354 72	.....	311,842 38
Maintenance of Cars,.....	234 947 71	270,394 92	505 342 63	.....	35 447 21
General Expenses,.....	167,881 26	176 844 11	344,725 37	.....	8,962 85
Total, 1867,.....	\$2,090,949 31	\$2,772,622 76	\$4 863 572 07	.....	\$ 681,673 45
" 1866,.....	2,156,008 02	2 991,678 52	5 147,686 54	.....	835,670 50
Increase,.....	.....	.....	.....	.....	.....
Decrease,.....	\$ 65,058 71	\$ 219,055 76	\$ 284,114 47	.....	\$ 153,997 05
Per cent. of total Expenses, 1867	43	57	.....	.....	14
" " " 1866	41 9-10	53 1-10	.....	.....	16 2-10
Per cent of Earnings, 1867.....	59 2-10	74 8-10	67 1-10	.....	15 6-10
" " " 1866,.....	63 9-10	73 4-10	68 9-10	.....	9 5-10
Expenses per mile of R'y, 1867.	\$ 11,074 89	\$ 9,919 93	\$ 10,385 58	\$ 1,154 96	.....
" " " 1866,	11,457 49	10,684 56	10,939 33	772 93	.....
Expenses per mile run by Fr't. and Pass Engines 1867.....	\$ 84 6-10	\$ 1 23 2-10	\$ 1 03	.....	38 6-10
Expenses per mile run by Fr't. and Pass. Engines, 1866.....	93 3-10	1 32 9-10	1 12 5-10	.....	39 6-10
Expenses per mile run by Fr't. and Pass. Cars, 1867,.....	9 9-10	11 4-10	10 7-10	.....	1 5-10
Expenses per mile run by Fr't. and Pass. Cars, 1866,.....	10 6-10	11 8-10	11 3-10	.....	1 2-10

STATEMENT No. 1.—*Continued.*

NET EARNINGS.

	Eastern Division.	Western Division.	Total.	Excess on E. D.	Excess on W. D.
For 1867,	\$1,443,085 52	\$ 935,468 37	\$2,378,553 89	\$ 507,617 15	.....
For 1866,	1,215,352 19	1,104,178 83	2,319,531 02	111,173 36	.....
Increase,	\$ 227,733 33	.....	\$ 59 022 87	\$ 396,443 79	.....
Decrease .....	.....	\$ 168,710 46	.....	.....	.....
Per cent. total Net Ern'gs, 1867	60 7-10	39 3-10	.....	21 4-10	.....
" " " 1866	52 4-10	47 6-10	.....	4 8-10	.....
Net Earnings per mile of Rail- way, 1867,	\$ 7,643 46	\$ 3,346 93	\$ 5,079 12	\$ 4,296 53	.....
Net Earnings per mile of Rail- way, 1866,	6,464 63	3,943 49	4,956 26	2,521 14	.....
Net Earnings per mile run by Fr't. and Pass. Engines, 1867	\$ 58 3-10	\$ 41 5-10	\$ 50 3-10	\$ 16 8-10	.....
Net Earnings per mile run by Fr't. and Pass. Engines, 1866	52 3-10	49 1-10	50 7-10	3 2-10	.....
Net Earnings per mile run by Fr't. and Pass. Cars, 1867,	6 8-10	3 9-10	5 2-10	2 9-10	.....
Net Earnings per mile run by Fr't. and Pass. Cars, 1866,	6	4 3-10	5 1-10	1 7-10	.....

STATEMENT No. 2.

Comparative Earnings, Expenses and Net Earnings of Eastern Division for
1867 and 1866.

EARNINGS.

	EASTERN DIVISION.			
	1867.	1866.	Increase.	Decrease.
Freight.....	\$2 143 650 52	\$2 071 280 87	\$ 72 369 65	.....
Express Freight.....	44,396 50	40 420 27	3 976 23	.....
Passengers.....	1 216,699 75	1 120 613 13	96,086 62	.....
Mail.....	37 842 00	37 842 00	.....	.....
Rents.....	904 42	1,828 00	.....	\$ 923 58
Rent of Railway.....	85 000 00	85 000 00	.....	.....
Miscellaneous.....	5 541 64	14,375 94	.....	8 834 30
Totals.....	\$3,534,034 83	\$3 371,360 21	\$ 162 674 62	.....
Per cent. of total Earnings.....	48 7-10	45 2 10	3 5-10	.....
Earnings per mile of Railway.....	\$18 718 40	\$17 932 76	\$785 64	.....
Earnings per mile run by Freight and Passenger Engines.....	\$1 42 9-10	\$1 45	.....	2 1-10
Earnings per mile run by Freight and Passenger Cars.....	16 8-10	16 7-10	1-10	.....

EXPENSES.

	EASTERN DIVISION.			
	1867.	1866.	Increase.	Decrease.
Conducting Transportation.....	\$ 535 580 59	\$ 557,257 18	.....	\$ 21 676 59
Motive Power.....	617 268 58	609 511 04	.....	52 242 46
Maintenance of Way,.....	535 271 17	466 987 31	\$ 68 283 86	.....
Maintenance of Cars.....	234 947 71	247 292 79	.....	12 345 08
General Expenses.....	167,881 26	214 959 70	.....	47,078 44
Totals.....	\$2 090 949 31	\$2 156 008 02	.....	\$ 65,058 71
Per cent. of Total Expenses.....	43	41 9-10	1 1-10	.....
Per cent. of Earnings.....	59 2-10	63 9-10	.....	4 7-10
Expenses per mile of Railway.....	\$11,074 89	\$11,457 49	.....	\$382 60
Expenses per mile run by Freight and Passenger Engines.....	84 6-10	93 3-10	.....	8 7-10
Expenses per mile run by Freight and Passenger Cars.....	9 9-10	10 6-10	.....	7-10

NET EARNINGS.

	EASTERN DIVISION.			
	1867.	1866.	Increase.	Decrease.
Net Earnings.....	\$1,443,085 52	\$1,215,352 19	\$ 227,733 33	.....
Per cent. of total Net Earnings.....	60 7-10	52 4-10	8 3-10	.....
Net Earnings per mile of Railway.....	\$7,643 46	\$6 464 63	\$1,178 83	.....
Net Earnings per mile run by Freight and Passenger Engines.....	58 3-10	52 3-10	6	.....
Net Earnings per mile run by Freight and Passenger Cars.....	6 8-10	6	8-10	.....

STATEMENT No. 3.

Comparative Earnings, Expenses and Net Earnings of Western Division
for 1867 and 1866.

EARNINGS.

	WESTERN DIVISION.			
	1867.	1866.	Increase.	Decrease.
Freight.....	\$2 339,965 99	\$2 636 301 25	.....	\$ 296,335 35
Express Freight.....	56 235 76	59 878 16	.....	3 642 40
Passengers.....	1 222 313 64	1 321 282 57	.....	98 968 93
Mail.....	56 058 00	56 058 00	.....	.....
Rents.....	5 747 50	1 041 00	\$ 4,706 50	.....
Rent of Railway.....	.....	.....	.....	.....
Miscellaneous.....	27 770 33	21 296 37	6,473 96	.....
Totals.....	\$3,703,091 13	\$4,095 857 35	.....	\$ 387,766 22
Per cent. of total Earnings.....	51 3-10	54 8-10	.....	3 5-10
Earnings per mile of Railway.....	\$13,266 87	\$14,624 49	.....	\$1,357 62
Earnings per mile run by Freight and Passenger Engines.....	1 64 7-10	1 82	.....	17 3-10
Earnings per mile run by Freight and Passenger Cars.....	15 3-10	20 1-10	.....	4 8-10

EXPENSES.

	WESTERN DIVISION.			
	1867.	1866.	Increase.	Decrease.
Conducting Transportation.....	\$ 656,905 28	\$ 723 215 26	.....	\$ 66,309 98
Motive Power.....	821,364 90	898,685 00	.....	77,320 10
Maintenance of Way.....	847,113 55	803 545 70	\$ 43,567 85	.....
Maintenance of Cars.....	270,394 92	305,617 71	.....	35,222 79
General Expenses.....	176,844 11	260,614 85	.....	83,770 74
Totals.....	\$2,772,622 76	\$2,991,678 52	.....	\$ 219,055 76
Per cent. of total Expenses.....	57	58 1-10	.....	1 1-10
Per cent. of Earnings.....	74 8-10	73 4-10	1 4-10	.....
Expenses per mile of Railway.....	\$9,919 93	\$10,684 56	.....	\$764 63
Expenses per mile run by Freight and Passenger Engines.....	1 23 2-10	1 32 9-10	.....	9 7-10
Expenses per mile run by Freight and Passenger Cars.....	11 4-10	11 8-10	.....	4-10

NET EARNINGS.

	WESTERN DIVISION.			
	1867.	1866.	Increase.	Decrease.
Net Earnings.....	\$ 935,468 37	\$1 104,178 83	.....	\$ 168,710 46
Per cent. of total Net Earnings.....	39 3-10	47 6-10	.....	8 3-10
Net Earnings per mile of Railway.....	\$3 346 93	\$3,943 49	.....	\$596 56
Net Earnings per mile run by Freight and Passenger Engines.....	41 5-10	49 1-10	.....	7 6-10
Net Earnings per mile run by Freight and Passenger Cars.....	3 9-10	4 3-10	.....	4-10

STATEMENT No. 4.
Mileage of Locomotive Engines during the year ending December 31, 1867.

	EASTERN DIVISION.					WESTERN DIVISION.					Totals.
	Passenger.	Freight.	Wood.	Gravel.	Total.	Passenger.	Freight.	Wood.	Gravel.	Total.	
January,	59,417	147,214	958	8,279	215,868	68,817	133,102	12,677	7,828	222,424	438,292
February,	52,762	141,526	740	7,868	202,896	58,344	121,728	10,657	4,655	195,384	398,280
March,	58,988	139,854	1,060	8,364	208,266	64,214	123,649	12,104	4,585	204,552	412,818
April,	56,557	130,843	855	9,742	197,497	64,854	120,658	8,090	8,132	201,734	399,231
May,	62,506	141,171	342	8,697	212,716	67,456	119,480	8,149	7,147	202,232	414,948
June,	57,878	137,358	410	9,742	205,388	63,990	107,451	5,148	9,795	186,384	391,772
July,	62,089	140,858	685	9,202	212,834	71,759	115,302	5,747	12,183	202,991	415,825
August,	60,780	151,487	946	9,570	222,783	67,890	116,804	5,070	14,806	204,570	427,355
September,	58,413	144,166	605	9,895	213,079	63,137	116,009	3,160	16,668	199,574	412,653
October,	62,008	158,269	435	8,236	228,948	68,319	128,314	5,708	11,851	214,192	443,140
November,	61,002	161,690	600	8,272	231,564	64,402	126,552	6,794	9,142	206,890	438,454
December,	62,472	163,381	1,180	4,055	231,088	64,063	134,020	10,565	5,161	213,809	444,897
Total 1867,	714,872	1,757,817	8,316	101,922	2,582,927	787,235	1,463,669	91,869	111,953	2,454,736	5,037,663
Total 1866,	685,236	1,638,758	11,916	131,936	2,467,846	770,949	1,479,261	137,069	79,642	2,466,921	4,934,767
Increase,	29,636	119,059	.....	.....	115,081	16,296	.....	.....	32,311	.....	102,896
Decrease, .....	.....	.....	3,600	30,014	.....	.....	15,592	45,200	.....	12,185	.....

S T A T E M E N T N o . 5 .

Mileage of Cars during the year ending December 31, 1867.

EASTERN DIVISION.					WESTERN DIVISION.					Totals.
IN PASSENGER TRAINS.			FREIGHT.	Total.	IN PASSENGER TRAINS.			FREIGHT.	Total.	
Passenger.	Baggage and Exp's.	Total.			Passenger.	Baggage and Exp's.	Total.			
January.....	175,385	72,229	247,614	1,268,597	209,816	80,970	290,786	1,514,828	3,321,825	
February.....	153,332	69,048	222,380	1,346,765	177,013	76,092	253,105	1,548,031	3,370,281	
March.....	193,347	77,450	270,797	1,390,962	238,167	84,491	322,658	1,874,063	3,858,480	
April.....	206,269	77,003	283,272	1,282,808	245,265	89,831	335,096	1,732,693	3,633,869	
May.....	218,930	79,932	298,862	1,402,925	259,244	94,736	353,980	1,758,865	3,814,032	
June.....	203,861	78,545	282,406	1,351,662	242,444	94,966	337,410	1,483,736	3,455,214	
July.....	221,163	79,581	300,744	1,471,329	251,276	91,332	342,608	1,624,442	3,798,823	
August.....	220,278	76,511	296,789	1,653,826	263,028	88,520	351,548	1,685,920	3,988,083	
September.....	215,428	83,729	299,157	1,587,280	262,041	91,808	353,849	1,723,894	3,964,180	
October.....	233,352	82,639	315,991	1,703,727	292,644	116,161	408,805	1,844,328	4,272,851	
November.....	215,214	84,721	299,935	1,721,472	266,810	117,359	384,169	1,761,390	4,166,966	
December.....	202,785	87,128	289,913	1,485,224	250,728	113,504	364,232	1,603,216	3,742,585	
Total, 1867.....	2,459,344	948,516	3,407,860	17,666,277	2,958,476	1,139,770	4,098,246	20,155,406	45,327,789	
Total, 1866.....	2,434,864	975,372	3,410,236	16,751,056	2,773,217	1,116,012	3,889,229	21,434,490	45,485,011	
Increase.....	24,480	.....	.....	915,221	185,259	23,758	209,017	.....	.....
Decrease.....	.....	26,856	2,376	.....	.....	.....	.....	1,279,084	157,222

STATEMENT No. 6.—Continued.

WESTWARD.

	TONNAGE.			TOTAL.	MILEAGE.			REVENUE.				
	LOCAL.		FOREIGN.		LOCAL.		FOREIGN.	LOCAL.		TOTAL.		
	Way.	Through.			Way.	Through.		Way.	Through.			
January.....	19,016	1,886	7,124	28,026	1,442,880	882,678	2,237,568	4,563,126	\$ 41,035 61	\$ 15,644 99	\$ 43,659 35	\$ 100,339 95
February.....	18,925	1,995	8,676	29,586	1,304,196	933,006	2,255,362	5,093,424	38,715 20	16,031 25	54,654 32	109,500 80
March.....	26,075	3,181	13,339	42,595	1,549,953	1,487,278	4,764,061	7,801,292	49,853 73	25,700 47	88,132 54	163,686 74
April.....	20,701	2,744	14,614	38,059	1,591,125	1,283,737	4,965,442	7,831,304	50,970 06	23,873 06	86,860 80	161,703 92
May.....	25,240	3,763	15,874	44,377	2,132,632	1,527,056	4,140,979	7,799,767	61,016 38	24,862 40	70,701 29	156,630 07
June.....	24,350	2,666	17,294	44,310	2,118,039	1,247,700	3,307,492	6,713,231	60,217 21	20,113 65	52,541 54	132,861 40
July.....	26,291	2,879	10,293	39,463	2,075,598	1,347,149	3,223,553	6,646,510	59,561 01	21,495 74	49,888 88	131,445 63
August.....	29,268	2,438	13,889	45,595	2,219,715	1,140,826	4,637,120	8,047,661	63,351 63	18,672 03	73,727 25	155,750 91
September.....	28,001	3,492	18,328	49,821	2,056,711	1,634,015	5,967,116	9,657,842	55,774 59	27,116 84	95,818 26	178,739 69
October.....	32,831	3,336	20,635	56,802	2,299,296	1,651,136	6,625,113	10,485,515	64,670 83	26,347 38	106,657 66	197,675 87
November.....	34,974	6,211	19,459	60,644	2,137,075	2,906,754	6,164,554	11,208,383	62,643 88	45,179 67	97,690 91	205,514 46
December.....	31,155	2,668	16,415	50,238	1,914,783	1,248,277	5,045,257	8,208,317	51,440 70	19,322 84	77,832 66	148,596 20
Total, 1867.....	316,827	36,759	175,930	529,516	22,930,883	17,200,512	53,932,977	94,064,372	\$ 659,400 83	\$ 284,850 32	\$ 898,194 49	\$ 1,842,445 64
Total, 1866.....	296,294	.....	122,770	419,064	45,009,856	.....	38,536,814	83,546,716	1,031,414 86	.....	729,609 85	1,761,024 71
Increase.....	20,533	36,759	53,160	110,452	22,078,973	17,200,512	15,396,123	10,517,662	\$ 284,850 32	\$ 284,850 32	\$ 168,584 64	\$ 81,420 93
Decrease.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 372,014 03	.....	.....	.....

STATEMENT No. 6.—Continued.

IN BOTH DIRECTIONS.

	TONNAGE.			MILEAGE.			REVENUE.			
	LOCAL.		TOTAL.	LOCAL.		TOTAL.	LOCAL.		FOREIGN.	TOTAL.
	Way.	Through.		Way.	Through.		Way.	Through.		
January.....	39,075	5,321	76,559	2,717,759	2,489,484	15,803,974	\$ 82,019 52	\$ 58,210 95	\$ 211,400 90	\$ 351,631 37
February.....	39,912	5,660	79,104	2,608,800	2,647,480	16,610,975	80,360 42	52,701 52	223,336 19	336,398 13
March.....	46,542	7,132	89,362	3,122,386	3,335,369	18,589,910	97,284 56	60,082 88	228,654 10	386,021 54
April.....	41,486	5,584	82,064	2,948,795	2,612,001	17,655,788	93,422 17	39,601 97	193,169 48	326,133 62
May.....	43,470	6,116	89,330	3,246,250	2,857,869	18,653,009	98,598 51	41,434 04	198,304 27	341,336 62
June.....	42,764	4,588	84,372	3,248,030	2,132,777	15,560,155	97,430 83	32,985 94	165,163 95	295,580 22
July.....	46,772	6,938	87,838	3,478,471	3,246,428	17,903,263	103,142 65	50,417 23	174,471 03	325,030 91
August.....	57,427	4,248	106,687	4,056,534	1,982,627	20,300,318	119,810 58	32,080 04	226,616 00	378,506 62
September.....	54,777	5,535	106,499	3,812,227	2,589,737	20,564,818	108,947 19	44,994 92	251,187 08	405,129 19
October.....	66,554	6,200	126,468	4,333,561	2,901,110	24,175,687	126,863 67	52,863 00	285,104 61	474,831 28
November.....	63,661	9,574	120,444	4,135,723	4,488,985	22,874,614	123,512 23	78,139 44	242,930 90	444,582 57
December.....	59,805	6,237	105,924	3,115,167	2,857,988	20,999,292	90,211 38	53,092 22	252,070 65	395,374 15
Total, 1887.....	598,245	73,103	1,154,351	40,823,703	34,141,055	228,791,443	\$1,221,603 21	\$ 599,604 15	\$2,662,409 06	\$4,483,616 42
Total, 1886.....	568,197	.....	1,025,778	83,555,078	.....	233,274,794	1,991,514 47	.....	2,716,067 65	4,707,582 12
Increase.....	30,048	73,103	128,573	.....	34,141,055	4,106,969	.....	\$ 599,604 15	.....	.....
Decrease.....	.....	.....	.....	42,731,375	.....	.....	\$ 769,911 261	.....	\$ 53,658 39	\$ 223,965 70

S T A T E M E N T N o . 7 .

Showing the Classified Articles and Classified Tonnage transported during the year ending December 31, 1867,
compared with 1866.

E A S T W A R D .

CLASSIFIED WEIGHT IN TONS.													
	PROD. OF THE FOREST.		PROD'TS OF ANIMALS.		AGRICULT'L PROD'TS.			Manu- factures.	Merchan- dise.	Iron Ralls.	MISCELLANEOUS.		Total weight in Tons.
	Lumber.	Other Articles.	Live Stock	Other Articles.	Flour and Grain	Other Articles.	Coal.				Other Articles.		
January	1,450	1,642	7,574	10,776	8,070	2,780	4,373	3,689	.....	.....	5,783	2,296	48,533
February	2,718	1,731	8,206	9,135	7,532	3,918	4,972	2,500	101	.....	6,981	1,724	49,518
March	3,310	2,601	10,609	4,283	8,973	2,046	5,215	2,846	.....	.....	5,121	1,763	46,767
April	3,157	1,944	11,181	2,410	7,859	1,638	5,102	2,222	.....	.....	6,117	2,375	44,905
May	4,004	1,629	14,548	2,849	8,305	1,334	5,348	1,205	.....	.....	3,122	2,608	44,953
June	6,040	1,767	11,996	2,342	5,275	821	4,834	1,225	40	.....	3,081	2,641	40,002
July	6,013	1,875	13,985	4,023	7,751	536	5,841	1,726	32	.....	2,864	3,723	48,375
August	6,767	3,250	17,759	2,612	8,359	2,112	8,425	1,372	112	.....	2,183	8,141	61,092
September	4,511	2,007	14,706	1,964	9,505	2,808	8,534	1,988	.....	.....	2,439	8,156	56,678
October	3,902	2,119	16,329	2,405	13,089	5,371	13,182	2,747	1,032	.....	3,428	5,402	69,666
November	2,600	2,735	12,970	3,489	10,716	4,858	11,005	2,493	122	.....	4,520	4,082	59,500
December	1,620	1,555	9,355	7,974	11,652	2,622	10,400	1,458	2	.....	4,238	4,750	55,086
Total, 1867..	46,092	24,915	149,218	54,278	107,086	30,844	87,291	25,382	1,441	.....	49,877	47,821	624,835
Total, 1866..	37,505	18,300	149,983	56,768	145,357	36,344	56,430	27,920	11	.....	47,817	30,279	606,714
Increase..	8,587	6,615	765	2,500	37,671	5,500	30,861	2,558	1,430	.....	2,060	17,542	18,121
Decrease..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

STATEMENT No. 7.—Continued.

W E S T W A R D.

CLASSIFIED WEIGHT IN TONS.

	PROD. OF THE FOREST.		PROD'TS OF ANIMALS.		AGRICULT'L PROD'TS.		Manu- factures.	Merchan- dise.	Iron Ralls.	MISCELLANEOUS.		Total weight in Tons.
	Lumber.	Other Articles.	Live Stock	Other Articles.	Flour and Grain.	Other Articles.				Coal.	Other Articles.	
January,	1,164	2,304	1,024	264	429	417	7,394	4,445	1,457	4,553	4,575	28,026
February,	2,022	1,402	344	109	400	868	5,873	5,736	1,732	9,312	1,388	29,586
March,	2,289	2,099	463	100	568	793	8,802	8,408	4,308	12,009	2,096	42,595
April,	1,374	1,817	377	91	492	827	10,511	9,671	3,017	8,506	1,176	38,059
May,	2,092	1,446	159	111	381	555	10,625	9,626	2,312	14,759	2,311	44,377
June,	1,783	1,852	280	103	410	298	9,335	7,685	2,262	17,566	2,718	44,310
July,	2,030	1,253	226	135	459	190	9,645	6,261	2,070	11,809	4,476	39,463
August,	1,680	1,761	212	158	1,538	287	10,317	8,932	2,323	14,454	3,763	45,505
September,	2,323	1,631	373	129	1,454	277	11,249	13,081	2,998	11,801	4,505	49,821
October,	2,358	1,785	533	90	1,017	795	13,081	14,985	3,928	14,250	3,971	56,802
November,	2,537	1,599	829	129	513	798	13,266	13,455	5,928	16,960	4,630	60,644
December,	2,239	1,270	1,809	348	403	296	9,845	9,025	3,555	18,888	2,530	50,228
Total, 1867,	24,091	20,219	6,629	1,767	8,064	6,381	120,221	111,310	36,829	155,076	38,329	529,516
Total, 1866,	24,153	13,308	6,930	999	4,046	6,402	129,820	80,831	25,948	110,565	16,062	419,064
Increase ..	.....	6,911	.....	768	4,018	.....	.....	30,479	10,881	45,111	22,267	110,452
Decrease, ..	62	.....	301	.....	.....	21	9,999	.....	.....	.....	.....	.....

STATEMENT No. 8.

Showing the Number and Mileage of Passengers and Revenue therefrom, Way and Through, Local and Foreign, transported monthly during the Year ending December 31, 1867.

EASTWARD.

	NUMBER.			MILEAGE.			REVENUE.			
	LOCAL.		FOREIGN.	LOCAL.		FOREIGN.	LOCAL.		FOREIGN.	TOTAL.
	Way.	Through.		Way.	Through.		Way.	Through.		
January,.....	33,098	199	5,148	1,049,700	93,132	1,328,779	36,605 44	2,559 75	34,476 06	73,641 25
February,.....	35,295	284	3,415	1,124,958	132,912	1,046,486	39,079 41	3,400 98	26,818 41	69,298 80
March,.....	45,300	279	4,314	1,370,164	130,572	1,334,468	47,547 96	3,511 79	35,419 68	86,479 43
April,.....	44,717	285	4,217	1,276,288	133,380	1,254,441	44,203 68	3,452 00	33,961 57	81,617 25
May,.....	42,801	321	4,302	1,285,139	150,228	1,212,956	44,571 75	4,152 25	34,464 84	83,188 84
June,.....	43,882	331	5,389	1,367,963	154,008	1,313,854	45,992 14	4,850 19	36,400 64	87,242 97
July,.....	52,233	296	4,388	1,447,933	138,538	1,369,750	49,336 24	3,672 25	36,674 12	89,682 61
August,.....	50,061	312	5,329	1,498,350	146,016	1,325,160	52,212 13	3,894 25	38,887 38	94,363 76
September,.....	49,349	344	6,903	1,705,491	160,992	1,525,150	57,247 17	4,401 25	47,545 47	109,193 89
October,.....	49,739	407	6,394	1,691,158	218,556	1,716,580	63,070 32	5,922 50	52,590 84	121,583 66
November,.....	44,373	399	5,427	1,584,585	186,732	1,640,160	54,884 53	5,070 00	43,823 76	103,778 29
December,.....	40,775	377	5,044	1,400,521	176,436	1,459,984	48,421 74	4,822 00	40,320 43	93,564 17
Total, 1867,.....	531,623	3,894	60,270	16,772,250	1,822,392	17,119,803	583,172 51	49,669 21	461,383 20	1,094,224 92
do 1866,.....	510,972	.....	93,574	16,926,578	.....	20,185 581	570,267 50	.....	550,345 63	1,120,613 13
Increase,.....	20,651	3,894	.....	.....	1,822,392	.....	12,905 01	49,669 21	.....	.....
Decrease,.....	.....	.....	33,304	154,328	.....	3,065,778	.....	.....	88,962 43	26,388 21

NOTE.—Through Local, the amount from Pittsburgh to Chicago, and vice versa.

STATEMENT No. 8.—Continued.

WESTWARD.

	NUMBER.			MILEAGE.			REVENUE.			
	LOCAL.		FOREIGN.	TOTAL.		TOTAL.	LOCAL.		FOREIGN.	TOTAL.
	Way.	Through.		Way.	Through.		Way.	Through.		
January,.....	41,013	266	3,598	44,877	124,488	3,223,276	64,941 74	3,312 00	27,993 27	95,347 01
February,.....	41,014	274	4,446	45,734	128,232	2,745,857	45,340 00	3,496 89	33,255 27	82,092 16
March,.....	52,453	690	5,904	59,047	322,920	3,897,921	57,500 14	7,984 45	50,528 20	116,012 79
April,.....	54,579	489	8,977	64,015	228,852	4,964,441	64,212 79	5,936 50	68,137 82	138,287 11
May,.....	49,797	477	8,077	58,351	223,255	4,439,952	51,420 31	5,813 00	59,194 79	116,428 10
June,.....	50,955	416	7,055	58,426	194,688	3,924,213	52,679 40	3,088 55	47,191 55	104,959 30
July,.....	57,669	362	6,279	64,310	169,416	3,493,709	51,711 45	4,320 00	41,113 63	97,144 48
August,.....	55,690	373	7,943	63,406	174,564	3,810,016	53,164 49	4,622 45	51,404 11	109,191 05
September,.....	54,086	455	8,739	63,280	212,940	4,461,247	58,014 76	5,530 80	66,974 18	130,549 74
October,.....	56,820	438	8,412	65,720	228,354	4,615,795	68,086 06	6,127 65	71,191 47	146,005 18
November,.....	50,649	371	9,741	60,761	173,628	4,400,406	56,356 42	4,559 40	65,003 18	125,919 00
December,.....	45,507	248	4,626	50,381	116,064	2,685,046	44,389 76	3,139 00	35,353 79	82,852 55
Total, 1867 ..	610,292	4,909	88,197	698,338	2,297,412	46,661,879	608,397 32	59,950 69	616,440 46	1,344,788 47
do 1866,...	561,957	.....	113,819	675,776	.....	45,560,305	683,894 34	.....	637 388 23	1,321 232 57
Increase, ..	48,335	.....	.....	22,562	2,297,412	1,101,574	15,497 02	59,950 69	.....	23,505 90
Decrease, ..	.....	4,909	30,622	.....	.....	236 619	.....	.....	20,947 77	.....

STATEMENT No. 8—Continued.
IN BOTH DIRECTIONS.

	NUMBER.			MILEAGE.			REVENUE.			
	LOCAL.		FOREIGN.	TOTAL.	LOCAL.		TOTAL.	FOREIGN.	TOTAL.	
	Way.	Through.			Way.	Through.				
January.....	74,111	465	8,746	83,322	3,096,099	217,020	5,694,887	\$ 61,569 33	\$ 5 871 75	\$ 168,988 26
February.....	76,309	558	7,861	84,728	2,444,702	261,144	5,050,213	84,419 41	6,897 87	151,390 96
March.....	97,763	969	10,218	108,940	3,072,599	463,492	6,733,125	111,496 27	85,947 88	202,492 22
April.....	99,296	774	13,194	113,264	3,181,732	362,232	7,028,550	108,416 47	9,388 50	219,904 36
May.....	92,598	798	12,379	105,775	2,788,181	373,464	7,088,275	95,992 06	9,965 25	199,616 94
June.....	94,837	747	12,444	108,028	2,902,097	349,596	6,760,938	98,671 54	9,938 74	192,202 27
July.....	109,902	658	10,667	121,227	2,884,030	307,944	6,419,920	101,047 69	7,992 25	186,827 09
August.....	105,751	685	12,672	119,108	3,003,342	320,580	6,979,632	106,376 62	8,476 70	204,144 81
September.....	103,435	799	15,642	119,876	3,353,540	373,932	8,044,310	115,291 93	9,932 05	239,743 63
October.....	106,559	955	14,806	122,320	3,646,648	446,940	8,442,704	131,756 38	10,050 15	267,588 84
November.....	95,022	770	15,168	110,960	3,188,028	360,360	7,811,883	111,240 95	9,629 40	229,097 29
December.....	86,282	625	9,670	96,577	2,637,517	292,500	5,721,987	92,761 50	7,981 00	176,416 72
Total, 1867,....	1,141,855	8,803	143,467	1,294,125	36,199,115	4,119,804	82,376,324	\$1,251,569 83	\$ 103,619 90	\$2,439,013 39
" 1866,....	1,072,929	.....	207,393	1,280,322	37,312,662	.....	82,672,464	1,254,161 84	.....	2,441,895 70
Increase,....	68,925	8,803	63,926	13,803	1,113,547	4,119,804	.....	.....	\$ 103,919 90	.....
Decrease,....	.....	.....	.....	.....	.....	.....	296,140	\$ 2,592 01	.....	2,882 31

STATEMENT No. 9.

Showing the number of Local Passengers carried on Trains of each Class, Eastward and Westward, during the year ending December 31, 1867.

EASTWARD.

	FIRST CLASS.			SECOND CLASS.			ACCOMMODATION.		
	Passengers	Mileage	Revenue.	Passengers	Mileage	Revenue.	Passengers	Mileage	Revenue.
January,.....	23,045	1,012,845	35,429 41	66	30,888	660 00	9,586	99,099	3,075 78
February,.....	26,076	1,108,150	38,340 49	110	51,480	1,100 00	9,393	98,240	3,039 90
March,.....	34,892	1,341,094	46,494 30	87	40,716	870 00	10,630	118,926	3,695 45
April,.....	32,067	1,297,354	42,035 33	140	63,320	1,400 00	12,795	136,794	4,220 35
May,.....	29,002	1,242,462	43,282 50	116	54,288	1,160 00	13,404	138,617	4,281 50
June,.....	30,545	1,330,416	45,411 58	117	54,756	1,170 00	13,551	137,690	4,260 75
July,.....	36,056	1,346,451	46,540 79	109	51,012	1,090 00	16,364	164,998	5,377 70
August,.....	35,068	1,434,324	49,759 01	126	58,968	1,260 00	15,179	151,074	5,047 37
September,.....	35,589	1,677,437	55,973 17	108	50,544	1,080 00	13,996	138,502	4,595 25
October,.....	36,385	1,701,218	63,097 97	140	63,320	1,400 00	13,681	136,976	4,494 85
November,.....	32,355½	1,576,261	54,523 38	126½	69,436	1,265 00	12,290	125,620	4,166 15
December,.....	29,473	1,396,371	48,954 34	136	63,648	1,360 00	11,243	116,938	3,829 40
Total, 1867,.....	382,023½	16,374,383	568,942 27	1,381½	656,776	13,815 00	152,112	1,563,483	50,084 45
do 1866,.....	358,844	14,661,169	507,534 03	1,225	573,500	12,250 00	150,903	1,702,109	50,483 47
Increase,.....	23,179½	1,713,214	61,408 24	156½	83,476	1,565 00	1,209	.....	.....
Decrease,.....	.....	.....	.....	.....	.....	.....	.....	138,626	399 02

LOCAL.

STATEMENT No. 9.—Continued.
IN BOTH DIRECTIONS.

	FIRST CLASS.			SECOND CLASS.			ACCOMMODATION.		
	Passengers	Mileage.	Revenue.	Passengers	Mileage.	Revenue.	Passengers	Mileage.	Revenue.
January.....	55,872	3,035,894	\$ 99,630 00	192	89,837	\$ 1,920 00	18,512	187,988	\$ 5,863 93
February,	58,181	2,408,830	89,136 53	231	108,108	2,310 00	18,455	188,908	5,870 75
March,	75,533	3,131,343	105,571 59	351	164,240	3,610 00	22,838	230,508	7,162 75
April.....	74,722	3,099,247	105,883 02	389	182,018	3,890 00	24,959	262,699	8,031 95
May,	67,570	2,734,226	94,400 26	348	162,835	3,480 00	25,478	264,584	8,077 05
June,	67,681	2,839,773	97,243 48	285	133,372	2,850 00	27,618	273,548	8,516 80
July,	76,823	2,721,203	95,279 84	282	131,951	2,820 00	33,455	339,420	10,940 10
August,	75,511	2,887,099	101,054 45	283	132,435	2,830 00	30,642	304,388	9,968 87
September,	76,703	3,346,217	113,005 83	337	110,891	3,370 00	27,194	270,364	8,844 15
October,	80,172	3,672,869	131,802 58	334	156,299	3,340 00	27,008	264,420	8,663 95
November,	70,911½	3,155,674	109,909 75	287½	144,570	2,875 00	24,593	247,944	8,083 60
December,	64,543	2,606,108	91,372 00	227	106,227	2,270 00	22,137	217,682	7,100 50
Total, 1867,	844,222½	35,638,483	\$1,228,593 33	3,546½	1,622,986	\$ 35,465 00	302,889	3,057,453	\$ 97,131 40
" 1866,	773,802	32,697,476	1,126,992 42	2,896	1,355,693	28,960 00	296,231	3,259,490	98,209 42
Increase,	70,420½	2,941,007	\$ 101,600 91	650½	267,287	\$ 6,505 00	6,658	202,037	\$ 1,078 02
Decrease,									

STATEMENT No. 10.

Showing the Number of Foreign Passengers carried on trains of each class, Eastward and Westward, during the year ending December 31, 1867.

EASTWARD.

FOREIGN.

	FIRST CLASS.			SECOND CLASS.			EMIGRANT.		
	Passengers.	Mileage.	Revenue.	Passengers	Mileage.	Revenue.	Passengers	Mileage.	Revenue.
January,.....	4,956	1,226,795	\$ 32,391 49	190	101,828	\$ 2,083 91	2	156	\$ 66
February,.....	3,049	924,662	24,305 84	361	121,459	2,511 60	5	365	97
March,.....	3,715	1,151,092	31,610 77	596	183,167	3,808 48	3	209	43
April,.....	3,536	1,048,127	29,712 44	653	205,715	4,247 93	8	599	1 20
May,.....	3,740	1,067,842	31,755 80	547	144,163	2,706 13	15	951	2 91
June,.....	4,864	1,129,941	32,637 86	519	183,781	3,761 70	6	132	1 08
July,.....	3,804	1,188,632	32,870 98	576	180,966	3,801 82	8	152	1 32
August,.....	4,774	1,346,530	35,397 12	537	178,344	3,487 25	18	276	3 01
September,.....	6,232	1,495,340	42,987 58	659	221,040	4,555 45	12	200	2 44
October,.....	5,794	1,733,565	47,648 05	593	183,508	4,941 62	7	122	1 17
November,.....	4,755	1,398,328	39,317 21	646	241,460	4,495 84	26	372	10 71
December,.....	4,256	1,198,902	34,824 06	783	251,004	5,493 35	5	78	3 02
Total, 1867.....	53,495	14,909,756	\$415,459 20	6,660	2,206,435	45,895 08	115	3,612	\$ 28 92
Total, 1866,.....	87,840	18,289,725	509,971 66	5,633	1,884,540	40,239 08	101	11,316	134 89
Increase,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	34,345	3,379,969	94,512 46	1,027	321,896	5,656 00	14	7,704	\$ 105 97

STATEMENT No. 10.—Continued.

WESTWARD.

	FOREIGN.			SECOND CLASS.			EMIGRANT.		
	FIRST CLASS.								
	Passengers	Mileage.	Revenue.	Passengers	Mileage.	Revenue.	Passengers	Mileage.	Revenue.
January.....	3,022	843,749	24,043 66	237	81,061	1,695 89	339	127,573	1,353 72
February.....	3,772	1,064,034	28,916 32	416	146,568	3,282 47	258	97,279	1,056 48
March.....	4,478	1,335,028	41,313 07	787	285,796	6,011 47	639	251,742	3,263 66
April.....	5,815	1,707,956	53,326 41	1,093	392,563	8,332 91	2,069	729,626	6,478 50
May.....	5,125	1,584,699	44,746 91	793	307,432	6,359 94	2,159	821,543	8,087 94
June.....	3,830	982,856	31,271 74	974	361,633	8,157 71	2,251	850,902	7,761 90
July.....	4,331	1,217,914	31,804 95	772	273,296	5,790 77	1,176	366,386	3,417 31
August.....	5,703	1,541,179	40,928 71	1,033	391,854	8,491 88	607	197,427	1,983 52
September.....	6,637	1,857,559	53,715 94	1,519	551,876	11,261 40	583	190,823	1,996 84
October.....	6,712	1,838,699	59,714 88	1,456	498,452	10,302 28	244	94,770	1,174 31
November.....	8,491	2,168,237	56,588 37	1,066	364,605	7,358 86	244	90,493	1,055 95
December.....	3,741	1,075,306	29,935 00	696	180,342	4,650 55	189	76,338	768 24
Total, 1867.....	61,657	17,207,216	496,405 96	10,782	3,835,478	81,696 13	10,758	3,894,908	38,338 37
Total, 1866.....	98,392	19,173,106	553,074 65	5,160	1,789,099	39,722 53	10,267	4,212,016	44,591 05
Increase.....	.....	.....	.....	5,622	2,046,579	41,973 60	491	.....	.....
Decrease.....	36,735	1,965,890	56,668 69	.....	.....	.....	.....	317,108	6,252 68

STATEMENT No. 10.—Continued.
IN BOTH DIRECTIONS.

FOREIGN.

	FIRST CLASS.			SECOND CLASS.			EMIGRANT.		
	Passengers	Mileage.	Revenue.	Passengers	Mileage.	Revenue.	Passengers	Mileage.	Revenue.
January,.....	7,978	2,070,544	\$ 56,435 15	427	182,869	\$ 3,779 80	341	127,735	\$ 1,354 38
February,.....	6,821	1,978,696	53,222 16	777	268,027	3,794 07	263	97,644	1,037 45
March,.....	8,193	2,486,120	72,923 84	1,383	468,963	9,819 95	642	251,951	3,204 09
April,.....	9,371	2,756,083	83,038 85	1,746	598,278	12,580 84	2,077	730,223	6,479 70
May,.....	8,865	2,652,541	76,502 71	1,340	451,595	9,066 07	2,174	822,494	8,090 85
June,.....	8,694	2,112,797	63,909 60	1,493	645,414	11,919 41	2,257	851,034	7,762 98
July,.....	8,135	2,406,546	64,775 93	1,348	454,262	9,592 59	1,184	366,538	3,418 63
August,.....	10,477	2,887,709	76,325 83	1,570	570,198	11,979 13	625	197,703	1,936 53
September,.....	12,869	3,382,899	96,703 52	2,178	772,916	15,816 85	595	191,023	1,999 28
October,.....	12,506	3,572,264	107,362 93	2,049	681,960	13,243 90	251	94,892	1,175 48
November,.....	13,246	3,566,565	95,905 58	1,652	606,063	11,854 70	270	90,865	1,066 66
December,.....	7,997	2,274,208	64,759 06	1,479	441,346	10,143 90	194	76,416	771 26
Total, 1867,.....	115,152	32,116,972	\$ 911,865 16	17,442	6,041,913	127,591 21	10,873	3,898,520	\$ 38,367 29
" 1866,.....	186,232	37,462,831	1,063,046 31	10,793	3,673,639	79,961 61	10,368	4,223,332	44,725 94
Increase,.....	.....	.....	.....	6,649	2,368,274	47,629 60	.....	.....	.....
Decrease,.....	71,080	5,345,859	\$ 151,181 15	.....	.....	.....	505	324,812	\$ 6,368 65

STATEMENT No. 11.

Showing the proportion due each Division of Tonnage, Mileage and Revenue from Freight, during the year ending December 31, 1867,

EASTWARD.

EASTERN DIVISION.									
TONNAGE.			MILEAGE.			REVENUE.			
Way.	LOCAL.		Way.	LOCAL.		Way.	LOCAL.		TOTAL.
	Through.	FOREIGN.		Through.	FOREIGN.		Through.	FOREIGN.	
Total, 1866,.....	223,625 217,517	270,121 231,224	530,090 469,041	10,450,619 16,952,670	6,872,119	45,540,378 44,492,724	62,863,116 61,445,394	336,416 91 446,150 96	\$ 1,326,275 87 \$ 1,301,789 75
Increase,.....	5,808	36,344	18,897	61,049	6,872,119	1,047,654	1,417,722	125,933 30	\$ 863,925 66 \$ 845,638 79
Decrease,.....	.....	.....	.....	6,502,051	.....	.....	.....	109,734 05	\$ 8,286 87 \$ 24,486 12

WESTERN DIVISION.									
TONNAGE.			MILEAGE.			REVENUE.			
Way.	LOCAL.		Way.	LOCAL.		Way.	LOCAL.		TOTAL.
	Through.	FOREIGN.		Through.	FOREIGN.		Through.	FOREIGN.	
Total, 1866,.....	87,036 123,903	36,344	234,297 273,129	7,442,201 21,592,552	10,068,424	54,353,330 66,690,138	71,863,955 88,282,690	225,755 47 513,948 65	\$ 1,314,894 91 \$ 1,644,767 66
Increase,.....	.....	36,344	.....	10,068,424	.....	12,336,808	16,418,735	188,820 53	.....
Decrease,.....	42,807	.....	38,832	14,150,351	.....	.....	288,163 18	230,530 10	\$ 329,872 75

STATEMENT No. 11.—Continued.
IN BOTH DIRECTIONS.

EASTERN DIVISION.

	TONNAGE.			MILEAGE.			REVENUE.		
	LOCAL.		FOREIGN.	LOCAL.		FOREIGN.	LOCAL.		FOREIGN.
	Way.	Through.		Way.	Through.		Way.	Through.	
Total, 1866,.....	479,143	73,103	421,868	967,114	20,098,023	13,787,006	\$ 634,483 07	\$ 240,721 93	\$ 1,268,445 52
Increase,.....	457,583	.....	340,728	807,311	35,610,600	.....	894,445 66	.....	1,176,835 21
Decrease,.....	14,660	73,103	72,140	159,803	.....	13,787,006	259,962 59	240,721 93	91 610 31
					15,512,577	9,089,138	.....	.....	.....
						7,363,567	.....	.....	72,369 65

WESTERN DIVISION.

	TONNAGE.			MILEAGE.			REVENUE.		
	LOCAL.		FOREIGN.	LOCAL.		FOREIGN.	LOCAL.		FOREIGN.
	Way.	Through.		Way.	Through.		Way.	Through.	
Total, 1866,.....	194,400	73,103	359,608	627,111	20,725,680	20,354,049	\$ 587,120 14	\$ 358,882 22	\$ 1,393,963 54
Increase,.....	2 0,291	.....	365,070	645,361	47,944,478	.....	1,097,068 81	.....	1,559,232 44
Decrease,.....	85,891	73,103	.....	19,250	27,218,798	20,354,049	.....	358,882 22	.....
			5,462			4,982,169	599,948 67	.....	145,268 90
						11,846,918	.....	.....	296,335 35

NOTE.—The difference between Statements Nos. 6 and 11 in Tonnage, is caused by portions of same tonnage being credited to both Divisions.

STATEMENT No. 12.

Showing the proportion due each Division of Number, Mileage and Revenue from Passengers, during the year ending December 31, 1867.

EASTWARD.

			NUMBER.			MILEAGE.			REVENUE.		
			LOCAL.		FOREIGN. TOTAL.	LOCAL.		FOREIGN. TOTAL.	LOCAL.		FOREIGN. TOTAL.
			Way.	Through.		Way.	Through.		Way.	Through.	
Total, 1867,.....	381,686		3,894		437,164	8,905,965	730,502	7,845,750	\$ 307,881 97	\$ 10,882 57	\$ 207,348 66
Total, 1866,.....	366,331				436,713	8,401,950		9,877,472	280,202 45		270,234 66
Increase,.....	25,355		3,894		451	504,009	730,502		27,679 52	\$ 19,882 57	
Decrease,.....					28,798			2,031,722			\$ 62,886 00
											\$ 15,323 91

WESTERN DIVISION.

			NUMBER.			MILEAGE.			REVENUE.		
			LOCAL.		FOREIGN. TOTAL.	LOCAL.		FOREIGN. TOTAL.	LOCAL.		FOREIGN. TOTAL.
			Way.	Through.		Way.	Through.		Way.	Through.	
Total 1867,.....	173,409		3,894		212,014	7,866,285	1,091,890	9,274,053	\$ 275,290 54	\$ 29,786 64	\$ 559,111 72
Total, 1866,.....	178,907				222,334	8,524,622		10,308,109	290,065 03		230,110 97
Increase,.....			3,894				1,091,890			29,786 64	
Decrease,.....	5,498				10,320	658,337		1,034,056	\$ 14,774 51		26,076 43
											\$ 11,064 30

STATEMENT No. 12.—Continued.

WESTWARD.

EASTERN DIVISION.

	NUMBER.			MILEAGE.			REVENUE.			
	LOCAL.		TOTAL.	LOCAL.		TOTAL.	LOCAL.		FOREIGN.	TOTAL.
	Way.	Through.		Way.	Through.					
			Way.			Through.	Way.	Through.		
Total, 1867.....	457,223	4,909	532,274	10,911,789	918,849	23,024,036	\$ 372,978 34	\$ 23,998 35	\$ 284,609 86	\$ 681,530 55
" 1866,	395,836	.....	493,940	10,016,987	.....	22,195,661	335,521 18	.....	319,345 80	654,866 98
Increase,.....	61,387	4,909	38,334	894,802	918,849	828,375	\$ 37,457 16	\$ 23,998 35	.....	\$ 26,719 57
Decrease, .....	.....	.....	27,972	.....	.....	985,276	.....	.....	\$ 34,735 94	.....

WESTERN DIVISION.

	NUMBER.			MILEAGE.			REVENUE.				
	LOCAL.		TOTAL.	LOCAL.		FOREIGN.	LOCAL.		FOREIGN.	TOTAL.	
	Way.	Through.		Way.	Through.		Way.	Through.			
Total, 1867,.....	17,383	4,909	236,795	8,515,076	1,378,563	13,744,204	23,637,843	\$ 295,418 98	\$ 35,952 34	\$ 331,830 60	\$ 663,201 92
" 1866,.....	196,467	.....	248,078	10,369,087	.....	12,995,547	23,364,644	348,373 16	.....	318,042 43	666,415 59
Increase,.....	.....	4,909	.....	.....	1,378,563	748 657	273,199	.....	\$ 35,952 34	\$ 13,788 17	.....
Decrease,.....	19,084	.....	11,833	1,854 021	.....	.....	.....	\$ 52,964 18	.....	.....	3,213 67

STATEMENT No. 13.

Showing the Tonnage of and Revenue from Freight transported from each Station during the year ending December 31, 1867, compared with 1866.

STATIONS.	1867.		1866.		INCREASE.		DECREASE.	
	Tonnage.	Revenue.	Tonnage.	Revenue.	Tonnage.	Revenue.	Tonnage.	Revenue.
Pittsburgh,.....	297,587	\$ 1,151,928 34	211,341	\$ 1,094,719 32	86,246	\$ 57,109 02	.....	.....
Allegheny,.....	25,794	71,286 12	20,135	71,958 07	5,659	.....	.....	671 95
Outer Depot,.....	.....	.....	.....	.....	.....	.....	.....	.....
Wood's Run,.....	.....	.....	.....	.....	.....	.....	.....	.....
Pork House,.....	.....	.....	.....	.....	.....	.....	.....	.....
Jack's Run,.....	.....	.....	.....	.....	.....	.....	.....	.....
Birmingham,.....	3,500	5,537 64	2,558	4,713 28	942	824 36	.....	.....
Fleming's,.....	.....	.....	.....	.....	.....	.....	.....	.....
Dixmont,.....	.....	.....	.....	.....	.....	.....	.....	.....
Glendale,.....	.....	.....	.....	.....	.....	.....	.....	.....
Haysville,.....	.....	.....	.....	.....	.....	.....	.....	.....
Osborne,.....	.....	.....	.....	.....	.....	.....	.....	.....
Sewickley,.....	512	854 60	388	672 84	124	181 76	.....	.....
Edgeworth,.....	.....	.....	.....	.....	.....	.....	.....	.....
Leetsdale,.....	.....	.....	.....	.....	.....	.....	.....	.....
Pair Oaks,.....	.....	.....	.....	.....	.....	.....	.....	.....
Economy,.....	847	1,304 83	729	1,278 23	118	26 60	.....	.....
Baden,.....	.....	.....	.....	.....	.....	.....	.....	.....
Remington,.....	2,010	4,201 25	1,197	2,976 65	1,413	1,224 60	.....	.....
Freedom,.....	5,627	13,185 53	3,608	11,745 78	2,019	1,439 75	.....	.....
Rochester,.....	.....	.....	.....	.....	.....	.....	.....	.....
Beaver,.....	.....	.....	.....	.....	.....	.....	.....	.....
New Brighton,.....	6,357	10,174 68	3,451	6,834 47	2,906	3,340 21	.....	.....
Homewood,.....	98,708	134,667 05	45,801	83,094 50	52,907	51,572 55	.....	.....
New Galilee,.....	18,028	12,394 37	20,023	21,144 43	.....	.....	1,995	8,210 06
Enon,.....	5,298	9,432 40	2,477	6,868 05	2,821	2,564 35	.....	.....

STATEMENT No. 13.—Continued.

STATIONS.	1867.		1866.		INCREASE.		DECREASE.	
	Tonnage.	Revenue.	Tonnage.	Revenue.	Tonnage.	Revenue.	Tonnage.	Revenue.
Pierceton,	5,412	\$ 20,182 87	5,652	\$ 21,790 75	.....	\$.....	240	\$ 1,607 88
Kosciusko,	539	1,761 30	560	1,473 33	39	227 97	.....	.....
Warsaw,	11,047	51,454 29	9,418	49,298 39	1,629	1,855 90	.....	.....
Atwood,	1,610	5,005 96	719	2,303 41	891	2,702 55	.....	.....
Etna Green,	4,230	12,652 18	3,977	12,312 20	253	339 98	.....	.....
Bourbon,	10,048	44,890 60	6,784	29,159 75	3,269	15,770 84	.....	.....
Inwood,	4,224	11,841 13	3,245	8,069 71	979	3,771 42	.....	.....
Plymouth,	14,979	54,728 35	14,290	53,762 80	689	965 55	.....	.....
Grovertown, ..	432	306 30	304	346 50	128	.....	.....	40 00
Hanlet,	20	32 40	23	48 04	.....	.....	3	15 64
Hanna,	1,601	6,817 40	1,200	7,715 46	341	.....	.....	898 06
Morgan,	5	8 01	81	457 62	.....	.....	76	449 61
Wanatah,	2,225	5,542 22	2,734	9,762 21	.....	.....	509	4,219 99
Valparaiso,	5,254	15,490 77	6,663	24,346 61	.....	.....	1,409	8,855 84
Wheeler,	1,550	2,598 60	1,052	3,095 44	498	.....	.....	496 84
Hobart,	599	1,458 18	620	1,684 96	.....	.....	21	526 78
Liverpool, .....	.....	.....	.....	.....	.....	.....	.....	.....
Tollstone,	2	4 48	.....	.....	2	448	.....	.....
Clarke,	1,971	2,712 87	836	945 61	1,135	1,767 26	.....	.....
Robertsdale, ..	2	5 21	.....	.....	2	5 21	.....	.....
Ainsworth,	166	101 25	87	70 75	79	30 50	.....	.....
Ill. C. Crossing, ..	.....	.....	.....	.....	.....	.....	.....	.....
R. I. Junction, ..	1,379	898 00	1,008	742 00	371	156 00	.....	.....
Burlington Junction, ..	.....	.....	.....	.....	.....	.....	.....	.....
Chicago,	221 439	1,510,414 03	290,310	1,949,648 29	.....	.....	68,871	439,234 26
Total,	115,4351	\$ 4,483,616 42	1,025,778	\$ 4,707,582 12	222,274	\$ 326,961 78	93,701	\$ 550,927 48

STATEMENT No. 13.—Continued.

Showing the Number of and Revenue from Passengers transported from each Station during the year ending December 31, 1867, compared with 1866.

STATIONS.	1867.		1866.		INCREASE.		DECREASE.	
	No. Passengers	Revenue.	No. Passengers	Revenue.	No. Passengers	Revenue.	No. Passengers	Revenue.
Pittsburgh.....	105,711	684,056 30	101,468	\$ 618,283 70	4,243	\$65,772 60	.....	.....
Allegheny.....	197,688	126,118 33	168,665	124,308 83	29,023	1,809 50	.....	.....
Outer Depot.....	5,168	2,028 80	2,753	1,300 80	2,415	728 00	.....	.....
Wood's Run.....	14,316	2,283 75	8,980	1,560 10	5,336	723 65	.....	.....
Pork House.....	1,565	185 15	737	91 25	828	93 90	.....	.....
Jack's Run.....	7,534	999 80	6,039	832 90	1,495	166 90	.....	.....
Birmingham.....	5,290	806 40	5,116	816 20	174	.....	.....	\$ 9 80
Fleming's.....	11,516	2,183 10	8,933	1,427 60	2,583	755 50	.....	.....
Dixmont.....	11,570	2,916 20	11,294	2,657 70	276	258 50	.....	.....
Glendale.....	11,040	2,702 10	8,043	1,937 15	2,997	764 95	.....	.....
Haysville.....	8,633	2,614 20	8,550	2,510 15	83	104 05	.....	.....
Osborne.....	2,139	654 45	2,244	484 90	.....	169 55	.....	.....
Sewickley.....	32,249	10,853 45	29,006	9,232 81	2,643	1,620 64	105	.....
Edgeworth.....	4,642	1,528 33	4,813	1,495 70	.....	32 63	171	.....
Leetsdale.....	10,268	3,992 90	7,836	2,730 20	2,432	1,262 70	.....	.....
Fair Oaks.....	1,293	474 55	1,202	424 60	91	49 95	.....	.....
Economy.....	15,958	7,479 78	17,841	6,912 30	.....	537 48	.....	.....
Baden.....	6,895	2,760 25	11,840	3,016 75	.....	.....	1,883	.....
Remington.....	1,735	661 10	1,639	619 47	96	41 36	4,945	256 50
Freedom.....	11,353	4,805 65	14,751	5,755 50	.....	.....	3,398	949 85
Rochester.....	45,269	31,652 46	50,990	39,121 47	.....	.....	5,721	7,469 01
Beaver.....	13,370	3,479 06	14,764	4,221 40	.....	.....	1,394	742 34
New Brighton.....	48,050	1,702 06	21,804 38	2,804 38	.....	.....	2,956	102 32
Homewood.....	31,373	33,200 98	31,261	34,983 71	112	.....	.....	1,782 73
New Galilee.....	4,878	3,599 90	5,461	4,221 15	.....	.....	583	621 25
Enon.....	6,286	7,639 35	7,202	9,286 55	.....	.....	916	1,647 20

STATEMENT No. 13.—Continued.

STATIONS.	1867.		1866.		INCREASE.		DECREASE.	
	No Passengers	Revenue.	No Passengers	Revenue.	No. Passengers	Revenue.	No. Passengers	Revenue.
Palestine.....	3,486	\$ 2,316 56	3,402	\$ 2,877 80	84	.....	.....	61 24
New Waterford.....	2,870	2,245 20	3,443	2,564 85	.....	.....	573	319 65
Columbiana.....	9,466	9,481 10	10,662	11,903 46	.....	.....	1,196	2,422 36
Lectonia.....	11,676	8,881 85	1,495	1,131 25	10,181	7,750 60	.....	.....
Franklin.....	483	144 40	2,858	1,323 65	.....	.....	2,375	1,179 25
Salem.....	25,706	26,206 64	24,706	29,298 32	1,000	.....	.....	3,091 68
Damascus.....	1,932	925 85	1,990	1,107 15	.....	.....	88	241 30
Smithfield.....	2,254	1,095 92	2,388	1,258 65	.....	.....	134	162 73
Alliance.....	37,357	65,102 22	34,190	61,250 09	3,167	3,872 13	.....	.....
Strasbourg.....	1,388	962 55	1,355	937 13	53	25 42	.....	.....
Louisville.....	5,012	3,013 35	4,688	3,076 55	324	.....	.....	63 20
Canron.....	33,835	38,310 73	29,720	38,386 81	4,115	.....	.....	76 08
Nassillon.....	27,527	30,902 67	25,933	32,213 17	1,594	.....	.....	1,310 50
Lawrence.....	2,276	1,504 43	2,005	1,127 65	271	376 78	.....	.....
Fairview.....	1,592	1,051 75	1,682	920 90	.....	130 85	90	.....
Orrville.....	13,632	20,395 02	16,981	26,836 47	1,051	.....	.....	461 45
Wooster Summit.....	2,288	1,295 60	2,244	1,380 80	44	.....	.....	82 20
Wooster.....	24,693	36,701 14	25,864	39,751 60	.....	.....	1,171	3,050 46
Milbrook.....	3	50	164	45 80	.....	.....	161	45 30
Shreve.....	4,936	4,741 55	5,414	5,606 60	.....	.....	478	865 05
Big Prairie.....	1,299	840 60	1,374	964 75	.....	.....	145	124 15
Lakerville.....	1,840	1,485 10	2,061	1,855 85	.....	.....	221	370 75
Loudonville.....	7,873	10,432 40	8,654	12,197 53	.....	.....	781	1,765 13
Perrysville.....	3,302	2,450 85	2,663	2,037 85	639	393 00	.....	.....
Lucas.....	3,448	2,244 25	2,505	1,755 15	943	489 10	.....	.....
Mansfield.....	35,445	80,259 41	36,189	79,789 02	.....	470 39	744	.....
Spring Mills.....	383	84 35	542	116 90	.....	.....	159	32 55

STATEMENT NO. 13.—Continued.

STATIONS.	1867.			1866.			INCREASE.			DECREASE.		
	No. Passengers	Revenue.	No. Passengers	Revenue.	No. Passengers	Revenue.	No. Passengers	Revenue.	No. Passengers	Revenue.	No. Passengers	Revenue.
Richland,.....	164	\$ 46 65	375	\$ 108 90	.....	.....	.....	.....	211	\$ 62 25	.....	.....
Crestline,.....	58,159	187,913 15	68,931	231,551 99	.....	.....	.....	.....	10,772	43,638 84	.....	.....
Leesville,.....	.....	.....	14	4 25	.....	.....	.....	.....	14	4 25	.....	.....
Robinson,.....	611	154 05	654	168 55	.....	.....	.....	.....	43	14 50	.....	.....
Bucyrus,.....	18,217	20,931 91	20,113	24,079 18	.....	.....	.....	.....	1,896	3,147 27	.....	.....
Nevada,.....	6,748	5,419 63	7,871	5,759 50	.....	.....	.....	.....	1,123	339 87	.....	.....
Upper Sandusky,.....	14,374	15,611 32	16,791	17,114 69	.....	.....	.....	.....	2,417	1,503 37	.....	.....
Kirby,.....	3,030	1,451 50	3,513	1,672 90	.....	.....	.....	.....	485	211 40	.....	.....
Forest,.....	15,018	29,781 27	16,847	32,399 28	.....	.....	.....	.....	1,829	2,618 01	.....	.....
Dunkirk,.....	3,137	3,374 26	3,694	3,768 40	.....	.....	.....	.....	557	394 14	.....	.....
N. Washington,.....	1,064	498 75	1,385	556 64	.....	.....	.....	.....	321	57 89	.....	.....
Ada,.....	5,812	6,216 55	6,094	6,420 35	.....	.....	.....	.....	282	293 80	.....	.....
Lafayette,.....	3,312	2,153 05	3,876	2,535 65	.....	.....	.....	.....	564	382 60	.....	.....
Lima,.....	28,846	53,486 49	30,303	56,720 87	.....	.....	.....	.....	1,457	.....	.....	.....
Elida,.....	2,502	1,275 55	3,051	1,572 25	.....	.....	.....	.....	.....	296 70	.....	.....
Delphos,.....	11,368	10,341 93	11,681	11,341 59	.....	.....	.....	.....	313	999 66	.....	.....
Midleport,.....	2,661	1,187 00	2,087	9-0 15	.....	.....	.....	.....	.....	.....	.....	.....
Van Wert,.....	14,267	20,261 58	15,837	23,247 83	.....	.....	.....	.....	1,570	2,986 25	.....	.....
Conroy,.....	1,680	1,009 50	2,353	1,350 75	.....	.....	.....	.....	673	311 25	.....	.....
Dixon,.....	1,217	839 85	1,265	818 25	.....	.....	.....	.....	48	.....	.....	.....
Monroeville,.....	7,999	6,850 20	6,712	6,482 40	.....	.....	.....	.....	.....	.....	.....	.....
Maples,.....	1,899	912 45	2,176	1,043 39	.....	.....	.....	.....	277	130 85	.....	.....
Fort Wayne,.....	40,897	119,107 62	45,975	136,131 60	.....	.....	.....	.....	5,078	16,933 98	.....	.....
Arcola,.....	1,476	788 25	1,676	1,012 05	.....	.....	.....	.....	200	223 80	.....	.....
Coeese,.....	2,636	1,584 95	2,886	1,767 70	.....	.....	.....	.....	250	182 75	.....	.....
Columbia,.....	11,439	14,025 03	12,777	15,119 96	.....	.....	.....	.....	1,338	1,094 93	.....	.....
Larwill,.....	4,323	3,091 05	4,942	3,617 40	.....	.....	.....	.....	619	526 35	.....	.....

STATEMENT No. 13.—Continued.

STATIONS.	1867.		1868.		INCREASE.		DECREASE.	
	No. Passengers	Revenue.	No. Passengers	Revenue.	No. Passengers	Revenue.	No. Passengers	Revenue.
Piercetou,.....	9,857	\$ 9,337 90	10,547	\$ 9,599 45	.....	.....	690	\$ 261 55
Kosciusko,.....	242	38 90	544	95 55	.....	.....	302	56 65
Warsaw,.....	17,960	25,065 12	19,708	28,854 65	.....	.....	1,748	3,789 53
Atwood,.....	2,040	1,084 40	1,725	943 88	315	\$ 140 52	.....	.....
Etna Green,.....	3,412	2,158 75	4,464	2,916 80	.....	.....	1,042	758 05
Bourbon,.....	8,911	8,074 07	10,530	9,838 07	.....	.....	1,619	1,164 00
Inwood,.....	2,229	1,580 15	3,161	1,469 05	78	111 10	.....	.....
Plymouth,.....	15,084	24,335 07	14,907	25,488 30	177	.....	.....	1,153 43
Grovertown,.....	408	145 50	485	183 20	.....	.....	77	37 70
Hamel,.....	721	321 48	1,089	849 25	.....	.....	368	527 77
Hanna,.....	1,738	1,338 15	1,927	1,432 45	.....	.....	189	94 30
Morgan,.....	275	44 05	220	97 25	55	.....	.....	53 20
Wantah,.....	4,517	5,330 50	5,183	6,141 80	.....	.....	666	811 30
Valparaiso,.....	11,630	15,078 40	11,380	15,522 03	250	156 37	.....	.....
Wheeler,.....	1,173	691 65	1,294	822 15	.....	.....	121	130 50
Hobart,.....	2,903	2,579 64	2,302	2,205 65	601	372 99	.....	.....
Liverpool,.....	114	42 35	86	34 65	28	7 70	.....	.....
Tollestone,.....	190	53 00	130	45 45	60	7 55	.....	.....
Clarke,.....	919	682 75	746	593 15	173	89 60	.....	.....
Robertdale,.....	93	57 20	44	31 00	49	26 20	.....	.....
Alnsworth,.....	727	358 55	656	331 60	71	26 95	.....	.....
Ill. C. Crossing,.....	345	2,025 07	313	1,508 55	32	516 52	.....	.....
R. I. Junction,.....	484	127 25	66	91 60	418	35 65	.....	.....
Burlington Junction,.....	1,520	3,212 74	1,184	3,157 32	336	55 22	.....	.....
Chicago,.....	57,546	499,679 82	55,574	480,432 05	1,972	19,247 77	.....	.....
Total,.....	1,294,125	\$ 2,439,013 39	1,280,322	\$ 2,441,895 70	83,869	\$ 111,556 41	70,066	\$ 114,438 72

STATEMENT NO. 14.

Showing the Tonnage of and Revenue from Freight transported to each Station during the year ending December 31, 1867, compared with 1866.

STATIONS.	1867.		1866.		INCREASE.		DECREASE.	
	Tonnage.	Revenue.	Tonnage.	Revenue.	Tonnage.	Revenue.	Tonnage.	Revenue.
Pittsburgh,	355,031	\$ 1,918,493 12	322,714	\$ 1,938,297 58	32,317	\$.....	.....	\$ 19,804 46
Allegheny,	135,073	237,334 18	91,486	277,912 63	43,587	.....	.....	40,578 45
Outer Depot, .....	.....	.....	.....	.....	.....	.....	.....	.....
Wood's Run, .....	.....	.....	.....	.....	.....	.....	.....	.....
Pork House, .....	.....	.....	.....	.....	.....	.....	.....	.....
Jacks Run, .....	.....	.....	.....	.....	.....	.....	.....	.....
Birmingham,	6,003	4,790 73	3,220	4,612 38	1,783	178 35	.....	.....
Fleming, .....	.....	.....	.....	.....	.....	.....	.....	.....
Dixmont, .....	.....	.....	.....	.....	.....	.....	.....	.....
Glendale, .....	.....	.....	.....	.....	.....	.....	.....	.....
Haysville, .....	.....	.....	.....	.....	.....	.....	.....	.....
Osborne, .....	.....	.....	.....	.....	.....	.....	.....	.....
Sewickley,	2,705	2,726 85	1,440	2,192 56	1,265	534 29	.....	.....
Edgeworth, .....	.....	.....	.....	.....	.....	.....	.....	.....
Leetsdale, .....	.....	.....	.....	.....	.....	.....	.....	.....
Fair Oaks, .....	.....	.....	.....	.....	.....	.....	.....	.....
Economy,	712	778 77	648	724 75	64	54 02	.....	.....
Baden, .....	.....	.....	.....	.....	.....	.....	.....	.....
Remington,	1,572	2,204 16	549	818 05	1,023	1,386 11	.....	.....
Freedom,	17,422	11,786 52	6,925	9,025 19	10,497	2,761 33	.....	.....
Rochester, .....	.....	.....	.....	.....	.....	.....	.....	.....
Beaver, .....	.....	.....	.....	.....	.....	.....	.....	.....
New Brighton,	5,831	10,356 24	5,036	12,059 47	796	.....	.....	1,703 23
Homewood,	58,679	50,597 02	29,455	45,342 72	29,224	6,254 30	.....	.....
New Galilee,	1,616	3,725 37	3,033	7,046 17	.....	.....	1,417	3,320 80
Enon,	778	2,119 34	875	2,460 85	.....	.....	97	341 51

STATEMENT No. 14.—Continued.

STATIONS.	1866.		1867.		INCREASE.		DECREASE.	
	Tonnage.	Revenue.	Tonnage.	Revenue.	Tonnage.	Revenue.	Tonnage.	Revenue.
Pierceton.....	873	\$ 2,609 07	1,183	\$ 4,234 21	.....	.....	290	\$ 1,625 14
Kosciusko.....	63	244 72	15	30 48	.....	48	.....	.....
Warsaw, ...	3,345	13,340 44	4,849	20,185 07	.....	214 24	1,504	6,844 63
Atwood.....	167	454 80	157	413 80	.....	41 00	.....	.....
Ena Green.....	268	693 59	218	767 73	.....	10	.....	74 14
Bourbon.....	1,007	3,610 84	1,113	4,382 76	.....	50	.....	771 92
Inwood.....	143	417 40	164	475 17	.....	.....	106	57 77
Plymouth.....	6,307	23,629 94	5,812	27,551 87	.....	495	21	4,221 93
Grovertown.....	42	80 75	38	69 65	.....	4	.....	.....
Hamlet.....	340	701 53	202	462 35	.....	138	.....	.....
Hanna.....	338	682 43	208	514 40	.....	130	.....	.....
Morgan.....	19	34 9	45	76 94	.....	.....	26	41 96
Wanatah.....	1,293	3,944 32	1,665	6,393 05	.....	.....	372	2,438 73
Valparaiso.....	4,631	12,609 35	4,602	14,574 41	.....	29	.....	1,905 06
Wheeler.....	271	532 11	334	677 03	.....	.....	63	144 92
Hobart.....	714	1,458 05	599	1,382 14	.....	115	.....	.....
Liverpool.....	9	13 83	2	4 71	.....	7	.....	.....
Tollstone.....	28	43 07	30	49 93	.....	.....	2	6 86
Clarke.....	258	428 66	435	485 20	.....	.....	177	56 54
Robertsdale.....	24	38 64	5	9 86	.....	19	.....	.....
Ainsworth.....	2,075	3,026 83	1,877	2,551 52	.....	198	.....	.....
Ill. O. Crossing.....	.....	.....	.....	.....	.....	.....	.....	.....
R. I. Junction.....	449	308 87	228	290 43	.....	221	.....	.....
Burlington Junction.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago.....	203,809	1,277,695 08	178,604	1,217,798 59	.....	25,205	.....	.....
Total.....	1,154,351	\$ 4,483,616 42	1,025,778	\$ 4,707,582 12	189,461	\$ 128,335 21	60,888	\$ 352,300 91

STATEMENT No. 14.—Continued.

Showing the Number of and Revenue from Passengers transported to each Station during the year ending December 31, 1867, compared with 1866.

STATIONS.	1867.		1866.		INCREASE.		DECREASE.	
	No. Passengers	Revenue.	No. Passengers	Revenue.	No. Passengers	Revenue.	No. Passengers	Revenue.
Pittsburgh.....	93,467	\$ 539,068 32	96,349	\$ 552,164 42	.....	.....	2,882	\$ 13,096 10
Allegheny.....	140,211	70,649 53	134,929	63,674 25	5,282	\$ 6,975 23	.....	.....
Outer Depot.....	139	98 95	217	228 45	.....	.....	78	129 50
Wood's Run.....	26,539	3,503 60	14,246	2,165 45	12,313	1,338 15	.....	.....
Pork House.....	809	95 70	91	12 70	718	83 00	.....	.....
Jack's Run.....	7,217	1,067 30	644	101 20	6,573	966 10	.....	.....
Birmingham.....	13,185	2,299 50	8,909	1,367 10	4,776	932 40	.....	.....
Fleming.....	14,515	2,755 63	11,241	1,793 80	3,274	991 85	.....	.....
Dixmont.....	10,868	2,758 35	3,165	755 95	7,703	1,902 40	.....	.....
Glendale.....	14,035	3,455 15	14,304	3,418 15	.....	67 00	203	.....
Haysville.....	9,572	2,903 70	7,365	2,039 65	2,207	868 85	.....	.....
Osborne.....	2,676	1,035 30	252	63 95	2,424	971 35	.....	.....
Sewickley.....	38,443	14,499 88	35,422	10,852 05	3,021	3,647 83	.....	.....
Edgeworth.....	9,137	3,457 23	5,671	1,662 87	3,466	1,821 38	.....	.....
Leetsdale.....	9,462	3,504 10	7,546	2,467 25	1,916	1,036 85	.....	.....
Fair Oaks.....	987	414 30	316	113 70	671	300 60	.....	.....
Economy.....	12,908	4,949 50	15,656	5,371 05	.....	.....	2,748	421 55
Baden.....	9,130	3,942 15	9,150	3,293 05	.....	739 10	30	.....
Remington.....	2,655	1,155 20	2,011	791 55	644	380 65	.....	.....
Freedom.....	9,777	3,534 40	11,236	3,785 75	.....	.....	1,459	251 35
Rochester.....	46,135	26,722 88	47,335	27,414 78	.....	.....	1,200	691 90
Beaver.....	7,407	1,875 80	10,037	2,089 04	.....	.....	2,530	213 24
New Brighton.....	44,784	23,440 01	56,153	33,366 39	.....	.....	11,369	9,926 38
Homewood.....	56,146	54,362 63	64,027	68,476 52	.....	.....	7,881	14,113 89
New Gallies.....	5,367	3,395 25	5,563	3,802 35	.....	.....	196	407 10
Enon.....	6,342	7,571 97	6,971	8,356 97	.....	.....	629	785 00

STATEMENT No. 14.—Continued.

STATIONS.	1867.			1866.			INCREASE.			DECREASE.		
	No. Passengers	Revenue.		No. Passengers	Revenue.		No. Passengers	Revenue.		No. Passengers	Revenue.	
		\$	95 00		\$	158 70					\$	63 70
Richland.....	266			368						102		
Crestline.....	62,583	\$	220,676 98	67,440	\$	228,964 64				4,857	\$	8,287 66
Leesville.....				23		6 45				23		6 45
Robinson.....	853		342 40	894		360 50				41		18 10
Bucyrus.....	18,763		20,351 20	20,521		22,409 43				1,818		2,058 23
Nevada.....	6,871		4,369 87	7,782		5,178 14				1,411		808 27
Upper Sandusky.....	14,783		15 42 68	17,285		16 839 76				2,502		1,445 08
Kirby.....	3,197		1,371 20	3 647		1,413 10				450		41 90
Forest.....	14,619		29,287 36	16,801		32,662 57				2,182		3,375 21
Dunkirk.....	3,182		2,742 10	3,562		2,962 90				380		220 80
N. Washington.....	916		469 30	1,100		471 00				284		1 70
Ada.....	5,891		6,155 85	6,075		6,080 45		\$	75 40	184		504 75
Lafayette.....	3,131		1,054 65	3,900		2,159 40				769		
Lima.....	31,083		62 371 96	31,379		58,694 75			3,677 21	296		
Elida.....	2,318		1,003 85	3,067		1,447 00				749		443 15
Delphos.....	11,062		9,824 79	11,100		10,540 18				38		715 39
Middlepoint.....	2,509		906 80	2,171		1,048 75						136 95
Van Wert.....	14,128		19,683 08	15,686		23,045 66				1,558		3,362 58
Convey.....	1,796		939 25	2 565		1,180 30				569		241 05
Dixon.....	1,185		667 40	1,495		815 15				310		147 75
Monroeville.....	6,584		6,625 49	6,223		5,988 75			636 74			
Maples.....	1,660		620 55	2,337		1,007 20				677		386 65
Fort Wayne.....	44,307		141,043 79	49,332		163,935 87				5,025		12,892 08
Arcola.....	1,197		554 35	1,472		603 40				275		49 05
Cocosa.....	2,557		1,180 35	2,532		1,138 55			41 80			
Columbia.....	11,456		14,212 37	13,083		15,934 73				1,627		1,722 36
Larwill.....	4,014		2,463 42	4,873		3,016 20				859		552 78

STATEMENT No. 14.—Continued.

STATIONS.	1867.			1866.			INCREASE.			DECREASE.		
	No. Passengers	Revenue.	No. Passengers	No. Passengers	Revenue.	No. Passengers	No. Passengers	Revenue.	No. Passengers	Revenue.	No. Passengers	Revenue.
Pierceton,.....	10,448	\$ 9,511 70	10,828	10,828	\$ 9,749 40	.....	.....	.....	380	\$ 237 70	.....	.....
Kosciusko,.....	445	153 20	495	178 25	.....	.....	.....	.....	50	25 05	.....	.....
Warsaw,.....	17,885	25,435 00	19,018	30,030 11	.....	.....	.....	.....	1,133	4,595 11	.....	.....
Atwood,.....	1,884	937 60	1,066	485 15	.....	.....	.....	452 45	.....	.....	.....	.....
Etna Green,.....	3,086	1,456 00	5,865	2,612 98	.....	.....	.....	.....	2,779	1,156 98	.....	.....
Bourbon,.....	8,754	8,670 85	10,171	10,169 53	.....	.....	.....	.....	1,417	1,498 68	.....	.....
Inwood,.....	3,013	1,121 05	2,569	1,022 95	.....	.....	.....	98 10	.....	.....	.....	.....
Plymouth,.....	15,738	26,235 34	16,490	27,417 40	.....	.....	.....	.....	732	1,182 06	.....	.....
Grovertown,.....	543	339 30	622	384 90	.....	.....	.....	.....	79	55 60	.....	.....
Hamlet,.....	1,177	780 60	1,071	774 30	.....	.....	.....	6 30	.....	.....	.....	.....
Hanna,.....	1,416	1,090 43	1,285	1,160 65	.....	.....	.....	.....	.....	70 22	.....	.....
Morgan,.....	498	143 25	573	433 20	.....	.....	.....	.....	75	289 95	.....	.....
Wanatah,.....	5,659	6,727 94	5,495	6,436 60	.....	.....	.....	231 34	.....	.....	.....	.....
Valparaiso,.....	10,640	14,193 28	10,934	15,342 38	.....	.....	.....	.....	354	1,149 10	.....	.....
Wheelert,.....	1,234	599 25	1,381	385 15	.....	.....	.....	4 10	.....	.....	.....	.....
Hobart,.....	2,701	2,268 44	2,262	2,026 10	.....	.....	.....	242 34	.....	.....	.....	.....
Liverpool,.....	394	218 35	380	14	.....	.....	.....	.....	.....	63 65	.....	.....
Tollstone,.....	608	392 05	391	194 75	.....	.....	.....	.....	.....	.....	.....	.....
Clarke,.....	1,488	1,190 80	635	476 50	.....	.....	.....	197 30	.....	.....	.....	.....
Robertsdale,.....	208	144 85	101	60 40	.....	.....	.....	714 40	.....	.....	.....	.....
Answoth,.....	1,507	736 85	1,094	640 70	.....	.....	.....	84 45	.....	.....	.....	.....
Ill C. Crossing,.....	162	414 95	129	256 35	.....	.....	.....	196 15	.....	.....	.....	.....
R. I. Junction,.....	1,017	704 05	512	255 45	.....	.....	.....	158 60	.....	.....	.....	.....
Burlington Junction,.....	86	118 38	86	168 80	.....	.....	.....	448 61	.....	.....	.....	.....
Chicago,.....	74,055	642,666 24	70,922	597,779 95	.....	.....	.....	44,886 29	.....	.....	.....	50 42
Total,.....	1,294,125	\$ 2,439,013 39	1,280,322	\$ 2,441,895 70	.....	.....	87,689	\$ 95,068 41	73,886	\$ 97,950 72	.....	.....

CHIEF ENGINEER'S REPORT.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO.

OFFICE OF THE CHIEF ENGINEER,

PITTSBURGH, February 6th, 1868.

G. W. CASS, ESQ., *President*:

SIR:—The expenditures by this Department, for the year ending December 31st, 1867, have been :

For Construction,.....	\$476,035 52
“ Conducting Transportation,.....	8,136 83
“ Motive Power,.....	17,173 33
“ Maintenance of Way,.....	59,835 61
“ General Expenses,..	10,176 78
On Account of other Companies,.....	74,972 01
Total,.....	<u>\$646,330 08</u>

The expenditures are accounted for by the following table :

Abstract of Expenditures by the Department of Chief Engineer, in the year ending December 31, 1867.

CONSTRUCTION.	Eastern Division.	Western Division.	Total.
Bridge Masonry,.....	\$ 48,829 12	\$ 26,402 94	\$ 7,232 06
Bridge Superstructure,.....	80,110 14	23,288 53	103,398 67
Chairs,.....	.....	145 70	145 70
Cross Ties,.....	.....	1,204 28	1,204 28
Engine Houses,.....	20,199 15	294 41	20,493 56
Fencing,.....	921 42	499 27	1,420 69
Foreman and Tool Houses,.....	71 00	.....	71 00
Fuel and Water Houses,.....	35,987 71	38,163 61	74,151 32
Grading,.....	55,125 82	14,744 05	69,869 87
Incidentals,.....	504 89	87 92	592 81
Labor laying Track,.....	.....	1,402 61	1,402 61
Machine Shops,.....	3,054 94	682 59	3,737 53
Rails,.....	1,156 07	6,731 92	7,887 99
Railway Superstructure,.....	.....	143 36	143 36
Real Estate,.....	2,853 06	256 38	3,109 44
Right of Way,.....	3,519 68	313 20	3,832 88
Spikes,.....	.....	249 79	249 79
Stations—Freight,.....	26,425 52	29,814 96	56,240 48
“ Passenger,.....	29,307 47	5,040 03	34,347 50
Salaries of Engineers,.....	14,914 66	3,556 82	18,471 48
Stationery,.....	8 25	24 25	32 50
Total Construction,.....	\$322,988 90	\$ 153,046 62	\$476,035 52

CONDUCTING TRANSPORTATION.	Eastern Division.	Western Division.	Total.
Repairs of Freight Stations,.....	\$ 3,018 54	\$ 1,068 92	\$4,087 46
“ Passenger “	2,742 17	908 65	3,650 82
Incidentals,.....	184 85	.....	184 85
Wrecking,.....	.....	213 70	213 70
Total.....	\$5,945 56	\$ 2,191 27	\$8,136 83

MOTIVE POWER.	Eastern Division.	Western Division.	Total.
Repairs of Engine Houses and M. S. . .	\$ 9,408 44	\$ 3,043 93	\$ 12,452 37
“ Fuel and Water Houses, . . .	1,053 74	3,667 22	4,720 96
Total,.....	\$ 10,462 18	\$ 6,711 15	\$ 17,173 33

MAINTENANCE OF WAY.	Eastern Division.	Western Division.	Total.
Repairs of Bridges,.....	\$ 35,235 76	\$ 22,196 94	\$ 57,432 70
“ Foreman and Tool Houses,	11 10	7 72	18 82
“ Telegraph,	28 01	.....	28 01
“ Track,.....	971 36	.....	971 36
“ Crossings, .....	.....	1,040 58	1,040 58
Removing Snow and Ice,.....	55 02	289 12	344 14
Total,.....	\$ 36,301 25	\$ 23,534 36	\$ 59,835 61

GENERAL EXPENSES.	Eastern Division.	Western Division.	Total.
Incidentals,.....	\$ 4,803 08	\$.....	\$ 4,803 08
City Taxes,.....	4,109 17	1,264 53	5,373 70
Total,.....	\$ 8,912 25	\$ 1,264 53	\$ 10,176 78

ON ACCOUNT OF.	Eastern Division.	Western Division.	Total.
Cleveland and Pittsburgh R. R.	\$ 21,530 56	.....	\$ 21,530 56
Lawrence R. R.	1,452 40	.....	1,452 40
Akron Branch Extension,.....	20,984 30	.....	20,984 30
Pittsburgh Forge and Iron Co.	106 00	.....	106 00
C. J. Schultz,	145 50	.....	145 50
C. H. & D. and D. M. R. R. ....	.....	\$ 749 49	749 49
Chicago and Alton R. R. ....	.....	30,003 76	30,003 76
	\$ 44 218 76	\$ 30,753 25	\$ 74,972 01

RECAPITULATION.	Eastern Division.	Western Division.	Total.
Construction,.....	\$ 322,988 90	\$ 153,046 62	\$ 476,035 52
Conducting Transportation,.....	5,945 56	2,191 27	8,136 83
Motive Power,.....	10,462 18	6,711 15	17,173 33
Maintenance of Way,.....	36,301 25	23,534 36	59,835 61
General Expenses,.....	8,912 25	1,264 53	10,176 78
On account of other Companies,.....	44,218 76	30,753 25	74,972 01
Total,.....	\$ 428,828 90	\$ 217,501 18	\$ 646,330 08

FUEL AND WATER HOUSES.

The amount expended has been \$74,151 32, shown in detail by table "B."

The water arrangements have been improved during the year, by completing the works reported as in progress last year, at Leetonia, Salem, Alliance, Bucyrus, Van Wert, Arcola and Wanatah; and by the erection of new works at Canton, Wooster Summit, Pierceton and Warsaw.

At LEETONIA, there are two tubs, each twenty-four feet in diameter. The water is raised by wind.

At SALEM, the water flows into the tub from an Artesian well in the vicinity.

At CANTON, the water is raised by steam.

At WOOSTER SUMMIT by wind; at PIERCETON and WARSAW by steam.

At FORT WAYNE, a large cast iron pipe, eight inches in diameter, has been laid for four thousand eight hundred and four (4,804) feet, of the distance between the water house and St. Mary's River, from which the supply is obtained. The remainder of the distance was laid two years ago with a six inch pipe. The effect of this improvement has been, to reduce the working of the same pump, from twenty-four hours per day, to about eight hours, and to very much relieve the strain on the engine and pump.

The water station at Sewickley has been improved, by adding a tub, twenty-four feet in diameter, and twelve feet high. The house has been enlarged to correspond.

At CHICAGO, a frost proof tub has been erected, twenty-four feet in diameter, and twelve feet high.

The works enumerated, have all been brought into use.

The present condition of the water works is as follows :

Whole number in operation, fifty-two (52.) At forty (40) of these the tubs are enclosed by brick houses. At Homewood and Lucas, the water flows directly from the reservoirs into the tanks of the engines. At Alliance there is a water house, but the water is usually drawn directly from the reservoir. Eight are enclosed by houses of wood ; two have frost proof tubs, viz : Wooster Summit and St. Mary's River, near Fort Wayne.

The power used for raising water, is :

At 11 stations,	.	.	.	Gravitation.
At 26	"	.	.	Steam.
At 2	"	.	.	Wind and Steam.
At 11	"	.	.	Wind.
At 2	"	.	.	Horses.

The water works are now in fair condition as to supply ; the last season having been very dry, has proved their efficiency. It is true, there has been some inconvenience experienced ; there has, however, been no material delay of trains for the want of water.

The following estimate is submitted, of the works *remaining to be built*, to place the supply of water on what now appears an adequate basis :

Allegheny Outer Depot—2 tubs,.....	\$8,000 00
Leetsdale,.....	2,500 00
New Gallilee,.....	4,000 00
Enon—to improve,.....	2,500 00
Massillon or Lawrence,.....	6,500 00
Mansfield,.....	6,500 00
Leesville,....	6,500 00
Nevada, $\frac{1}{2}$ mile west,.....	6,500 00
Blanchard Creek—to complete.....	2,600 00
Lafayette,..	6,600 00
Auglaise,.....	6,600 00
Bourbon,.....	6,600 00
Rock Island Junction,.....	6,000 00
	<u>\$71,400 00</u>

BRIDGES AND CULVERTS.

The amount expended during the year was \$178,630 73, the details of which are shown by table "C."

The principal expenditures have been made in completing the Allegheny River Bridge; the arches at Blockhouse Run, near New Brighton; in building a ten feet arch culvert at Trover's Run, between Wallace Run and Homewood; a double arch culvert, each span of 16 feet, near Columbiana; a culvert of 12 feet span, three miles east of Loudonville; one 8 feet and three 6 feet arch culverts on the Eastern Division, and completing the arch culvert at Crestline, called for by an agreement with the town authorities.

On the Western Division, the building of one 8 feet, and eleven 6 feet arch culverts; completing the two 35 feet arches over Hog Creek, near Lima, and the draw-bridge over the South Branch of the Chicago River, at Chicago.

The Allegheny River Bridge, (except the floor timbers and bed plates,) is built wholly of wrought iron. It is a double track bridge with the east end spread out wide enough for ten tracks. This has been done for switching purposes, and to facilitate the use of the depot grounds. Five spans are lattice truss, of an aggregate length of eight hundred and nineteen (819) feet. Four spans, (two on each shore of the river,) are wrought iron beams, aggregate length three hundred and fifty-three (353) feet; making the total length of bridge eleven hundred and seventy-two (1172) feet. It was designed by your former Chief Engineer, Mr. J. B. Jervis, and will rank among the important works of the country. Mr. F. Slataper, who assisted Mr. Jervis in the design, has had the immediate superintendence of its erection. Its construction has been carried on over a period of four years, in which time not a train has been delayed nor an accident occurred, which has caused any expense of moment to the Company.

The total amount of iron used was seventeen hundred and seventy-eight tons, (1778,) and has cost, including additional masonry and superintending its erection, five hundred and forty thousand (\$540,000) dollars.

The work has been done by contract, except the false work.

The iron was furnished by Messrs. Jones & Laughlins, of the American Iron Works; the work by Mr. Charles J. Schultz, of this city.

On the lattice portion of the bridge, the floor timbers rest on

the lower chord ; on the plate beams or shore spans, on the top chords.

The draw-bridge at Chicago was completed in time for opening of spring navigation. It is a most substantial structure, wrought iron "Pratt" truss, with Linville & Piper's improvements ; erected by the Keystone Bridge Company, of this city. It is a single track bridge, two hundred and twenty-seven (227) feet long. The importance of this structure may be understood by the fact that all the trains of the Chicago and Alton Railway Company, as well as those of this Company, have to pass over it in entering the city of Chicago, and that it was opened between the 15th of April, 1867, and the 15th of December of the same year, for the passage of 34,856 vessels, including 8,920 canal boats and 18,713 tugs.

Two small wrought iron bridges have been erected ; one over Newman's creek, two miles west of Massillon, forty feet in length ; the other over Sugar creek, three miles west of Orville, forty-five feet in length.

IRON BRIDGING. Including the Allegheny River Bridge, there are now on the Railway seventeen hundred and seventy (1,770) lineal feet, an increase since last year, of six hundred and fifty-eight lineal feet.

The principal work requiring attention this year is the bridge over the Beaver River at New Brighton. It is a wooden bridge of five spans ; total length seven hundred and two (702) feet. It has been in use seventeen years and must now be renewed, The consideration will be, shall it be replaced with wood, iron, or stone ? A wooden bridge, with its liability to burn, is hardly admissible ; the question will therefore rest between iron and stone. It is desirable to improve the alignment on the west side of the river ; this has been considered with the view of allowing the location of the bridge to remain as at present. It crosses the river at right angles and of course is the shortest bridge that can be built which shall allow equal room for water. It being in such close proximity to New Brighton, if for no other reason, the trains must all pass over it at a slow speed. The question has therefore been considered with a view to the improvement of the line on the west side of the river, which shall carry out the design for improving the alignment between New Brighton and Homewood. This would be done by chang-

ing the direction of the shore span on the west side of the river.

The following will show a fair comparison of the cost of different designs for a double track bridge.

For iron superstructure, on present abutments and piers, and extending abutments and piers for second track, including cost of supporting the track while the work is being built, estimated cost, \$149,500.

For building Stone Arched Bridge, ten spans of sixty feet each in the clear, using present abutments and piers as far as practicable, including cost of supporting the track while the work is being built, estimated cost, \$178,000.

For building Stone Arched Bridge, ten spans of sixty feet each in the clear, north of the present bridge, entirely new estimated cost, \$190,100.

The foundation for this work is rock, and the water in summer is not deep, consequently no extraordinary outlay need be anticipated on account of foundations. This work will require two years for its completion.

The other works requiring most attention, are the following :

WALLACE RUN. Nothing was done at this point towards extending the culvert during the year. To complete this work the culvert will have to be extended, which can be done after the track shall have been brought into use.

ONE MILE EAST OF FRANKLIN. Two stone arches are required for the stream and roadway, to take the place of a wooden bridge.

KALER'S BRIDGE, 1½ MILES EAST OF LUCAS. Two stone arches are proposed to take the place of a wooden bridge. This bridge will have to be renewed this year.

BLANCHARD CREEK, 2 MILES WEST OF FOREST. Two stone arches are proposed to take the place of a wooden trestle bridge. This is an important work. It is at the foot of a grade, and will embrace raising and improving the grade.

PLYMOUTH. The crossing over the public highway which is a principal entrance into the town, is not high enough to allow a high load to pass under. The city council of Plymouth, have, by ordinance, requested the bridge to be raised.

There are other works of minor magnitude that will require re-building this year, which are not necessary to name in detail.

The estimate for the work proposed is as follows:

Beaver River Bridge,.....	
Wallace Run Culvert,.....	\$ 15,000 00
One mile east of Franklin,.....	16,000 00
Wooster, over street,.....	3,000 00
Kaler's Bridge,.....	18,000 00
Sundry Bridges on Eastern Division, not enumerated,	20,000 00
Blanchard Creek,.....	23,000 00
Plymouth, Iron over street,.....	13,000 00
Sundry Bridges on Western Division, not enumerated,	25,000 00
Total, (not including Beaver River Bridge,)	<u>\$133,000 00</u>

ENGINE HOUSES.

The amount expended is \$20,493 56, the details being shown by table "D."

CRESTLINE. At this station ten stalls have been added to the new house, which completes the circle of thirty-eight stalls. The old house, which was falling to pieces, was taken down and the materials have been used as far as practicable.

This is all that has been added for engine house accommodation during the year. The present accommodations are as follows:

Allegheny,	48 Stalls.—10 Stalls used for painting coaches.
Lectsdale,.....	2 "
Alliance,.....	22 "
Crestline,.....	38 "
Fort Wayne,.....	40 "
Valparaiso,.....	12 "
Chicago,.....	28 "
Total,.....	<u>190 Stalls.</u>

Of the ten stalls built at Crestline, nine are in the place of nine reported in the old house last year. The engine house accommodations have been increased one stall during the year.

The present engine house accommodations are not sufficient for the engines owned by the Company. The engine house proposed at Allegheny, cannot be put up until the balance of the coach shop shall be completed, and the present shop removed to make room for the engine house. It will hardly be practicable to build it this year.

By building eight stalls at Alliance, nine stalls at Fort Wayne, which completes the circle, and two at Rock Island Junction, for engines of the accommodation trains, the present wants would be much relieved.

The engine house at Chicago, when built, was covered with an iron roof. A new roof will be required this year, which when done will involve raising the side walls to conform to the new portion built in 1864. About six of the stalls in this house are used for shop purposes, which will be available for engines when the repair shop shall be built.

The following is the estimated cost of engine house improvements proposed :

Allegheny Federal Street Station—Turn-table for Accommodation Train Engines,.....	\$ 5,000 00
Allegheny Outer Depot—16 Stalls, Turn-table, Sewerage, &c.,.....	60,000 00
Sand House,.....	2,800 00
Alliance—add 8 Stalls to present house,.....	17,000 00
Lima—Turn-table,.....	2,000 00
Fort Wayne—9 Stalls to complete circle,.....	19,800 00
Rock Island Junction—2 Stalls,.....	5,000 00
Chicago—Repair and improve,.....	6,000 00
Total,.....	<u>\$117,600 00</u>

MACHINE AND OTHER SHOPS.

The amount expended is \$3,737 53, the details being shown by table "E."

No enlargement to shop accommodations have been made during the year.

IMPROVEMENT IN SHOP ACCOMMODATIONS.

ALLEGHENY OUTER DEPOT. The coach shop proposed for this station, one wing of which was built in 1866, is more necessary now than at that time. This shop must be completed before the present shop can be removed to make room for the proposed new engine house on the north side of the track. By improving facilities, the work will no doubt be performed with corresponding economy. Much larger facilities are required for repairing coaches, to keep them up to the high standard maintained by rival lines.

CHICAGO. The shop accommodations remain the same as last reported. The repairs at this station are increasing as the

business of the Company is enlarged. There are now being worked, about one hundred and twenty-five men, with no adequate shop facilities, except such as are furnished by the use of a portion of the engine house. This is inconvenient and not adapted to the purpose; it is also needed for housing engines now excluded.

Estimated cost of improvements as follows:

Allegheny Outer Depot—Coach Shop to complete main building and wing,.....	\$ 78,000 00
Fort Wayne—Iron Shed,.....	2,000 00
“ “ —Fencing,.....	2,500 00
Chicago—Machine and Car Shop,.....	48,000 00
“ —Blacksmith Shop,.....	10,000 00
“ —Boiler Shop,.....	9,200 00
Total,.....	<u>\$ 149,700 00</u>

PASSENGER AND FREIGHT STATIONS.

The amount expended is \$90,587 98. The details are shown by Table “F.”

The principal expenditures have been made at the following stations:

WOOD’S RUN AND FAIR OAKS Small houses for passengers have been built.

FREEDOM. A house for passengers is in progress.

BEAVER FALLS. A house is being built for the accommodation of freight and passengers.

SALEM. The passenger house, reported in progress last year, has been completed and is in use. A freight house has been built and is so far completed as to have been brought into use.

CANTON. A passenger house and freight house are in process of construction; they are so far advanced towards completion, that they will be brought into use early in the spring.

MANSFIELD. A freight house is being built, and will be ready for use early in the spring.

FOREST, 40 MILES WEST OF CRESTLINE. A freight house has been built for the accommodation of this Company and the Cincinnati, Dayton and Eastern (late Cincinnati, Dayton and Sandusky) Railway Co., for transferring freight between the two roads, and for local purposes. The house has been built at the joint expense of the two Companies.

VAN WERT. A freight house has been built in which a room has been finished to be used temporarily for passengers.

PIERCETON. A freight house has been built with a room finished, similar to Van Wert, for passengers.

With the exception of the house at Fair Oaks, (which is of wood, with slate roof,) the houses have all been built of brick, with slate roofs. The passenger houses are designed sufficiently large to accommodate a family to protect the property of the Company.

The following is a revised statement from last year's report, showing where accommodations are most needed, leaving out such as have been built during the year. They are named below with their estimated cost.

Pittsburgh—Freight House, Penn Station,.....	\$ 66,000 00
Allegheny City—Freight House,.....	35,000 00
“ “ Platform,.....	6,500 00
“ “ Passenger House,.....	27,000 00
Allegheny Outer Depot—Dispatcher's Office,.....	2,500 00
Freedom—To complete,.....	1,500 00
Beaver Falls—To complete,.....	3,000 00
Columbiana—Passenger House,.....	7,500 00
“ Freight House,.....	6,000 00
Salem—To complete Freight House,.....	500 00
“ “ “ Passenger House,.....	2,000 00
Canton—To complete Freight House,.....	1,200 00
Orrville—Freight House,.....	7,500 00
Loudonville—Passenger House,.....	6,000 00
Mansfield—To complete Freight House,.....	3,000 00
Crestline—Freight House,.....	5,000 00
Forest—Passenger House for use of both Companies,.....	12,000 00
Lafayette—Passenger House,.....	5,500 00
Fort Wayne—Transfer Freight House, half to be paid by T., W. & W. R. R.,.....	27,000 00
Fort Wayne Stock Yards,.....	12,000 00
Arcola—Passenger House,	2,500 00
Columbia—Passenger House,.....	7,000 00
Etna Greene—Freight House,.....	7,000 00
Bourbon—Freight House,.....	7,000 00
“ Passenger House,.....	7,000 00
Plymouth—Freight House,.....	10,700 00
Hanna—Freight House,.....	5,000 00
“ Passenger House,.....	7,000 00
Chicago—Passenger House, Archer Road,.....	5,000 00
Other Small Stations,.....	10,000 00
Total,.....	<u>\$ 304,900 00</u>

CHICAGO. A passenger house at this terminal point, has become a necessity. The competing lines have commodious and fine buildings, into which their trains enter and depart from, protecting the passengers from storms and inclement weather. To maintain the growing popularity of this Line, equally good accommodations are required. No estimate has been made of the cost of such a house as is needed; it can probably be built for \$250,000.

The freight accommodations remain the same as at the time of the last annual report, and appear sufficient for the present.

SECOND TRACK.

The amount expended is \$1,822 87.

The second track has not been extended during the year. The amount expended has been for raising the protection wall between Economy and Rochester.

The necessity for the extension of the second track is greater now than one year ago. That portion between Rochester and Homewood is the most important. Any increase of business on this part of the Railway, must be attended with more or less delay, and corresponding additional expense in transportation.

The following is the estimated cost of completing this portion of the line, exclusive of the bridge at Beaver River and Wallace Run.

	Estimated Cost.
Grading and Masonry between Rochester and New Brighton, including change of line at Blockhouse Run,.....	\$ 45,000 00
Grading and Masonry from New Brighton to Homewood, (Beaver River Bridge and Wallace Run work not included,).....	126,000 00
Superstructure, between Rochester and Homewood, $9\frac{3}{10}$ miles—	
24,552 Cross Ties, at 45c.,.....	\$11,048 40
876 $\frac{85}{100}$ Tons R. R. Iron, at \$80,.....	70,128 00
90,024 lbs. Splices and Bolts, at 5c.,.....	4,501 20
66,495 lbs. Spikes, at 5½c.,.....	3,657 22
$9\frac{3}{10}$ miles track-laying, at \$500,.....	4,650 00
Total,.....	\$ 264,984 82

EARTHWORK, EXCLUSIVE OF SECOND TRACK.

The amount expended is \$68,047 00. The details are shown by Table "G."

This includes the grading in Allegheny, on new line; grading

at Outer Depot for Coach Shop; Wallace Run; between Wallace Run and Homewood; Hog Creek, near Lima, Ohio; and at Deep River, near Hobart Indiana. The Wallace Run work is the most important. It has been more expensive this year, on account of the material pressing so heavily on the south end of the culvert as to move the heavy retaining wall and south-east wing, endangering the trestle bridge which carries the railway track. This had to be guarded against, causing expense and delay. The amount expended this year has been \$39,375 28, and the total amount expended since the commencement of the work in 1862, is \$240,187 55.

In case of the destruction of the trestle bridge, this work could be brought into use in a temporary manner, very promptly, and if no unforeseen difficulties arise, will be so far completed as to be brought into use during the summer.

The work proposed, under this heading, is at Allegheny Outer Depot, grading for the erection of Coach Shop; protection wall between Economy and Rochester; Wallace Run work; grading at Fort Wayne for transfer house and tracks; Stock Yard tracks, and other grading, estimated as follows:

	Estimated Cost.
Outer Depot—Grading for shop,.....	\$ 6,000 00
Grading for yard west of Outer Depot,	5,000 00
Protection Wall between Economy and Rochester,.....	7,500 00
Wallace Run—Grading,.....	17,000 00
Fort Wayne—Grading for Transfer House and Tracks,.....	10,000 00
“ “ “ “ Stock Yards and Tracks,.....	7,000 00
Other Grading,.....	10,000 00
Total,.....	\$ 62,500 00

SIDE TRACKS.

The cost of extending side tracks by this department has been \$13,013 29.

The length and location of side tracks on the 31st of December, 1867, is shown by table “K.”

The total length is $105\frac{85}{100}$ miles. They have been extended in the course of the year $1\frac{17}{100}$ miles. If extended the same this year the cost will be about \$12,366.

LAND ATLAS.

The maps have been sufficiently completed to be bound in convenient form, showing the property of the Company from Pittsburgh to Chicago.

REAL ESTATE.

Land will be required for gravel pits, at various points on the line, for ballasting and improving the track.

AKRON BRANCH.

The amount of the estimates for grading, bridging and track-laying, are to December 31st, 1867, \$24,653 15.

The grading and bridging have been completed. The track will be laid in a short time to opposite the Holmes County Coal Company's mines, the distance being $3\frac{28}{100}$ miles from Millersburg.

The work has not been urged forward very vigorously on account of delay by the Coal Company in building their road to connect it with their mines. They are however now at work with energy, and will probably be ready to transport coal in March or April.

There are other coal and mining companies organized and organizing for the development of the coal and mineral interests in this valley, which are likely to add very much to the business of this branch.

Recapitulation of Estimates.

Fuel and Water Stations,	\$ 71,400 00
Bridges and Culverts, (not including Beaver Bridge,).....	133,000 00
Engine Houses,	117,600 00
Machine and other Shops,	149,700 00
Freight and Passenger Buildings,	304,900 00
Grading, exclusive of second Track,	62,500 00
Side Track—Superstructure,	12,366 00
Real Estate,	15,000 00
Total,	\$ 866,466 00
2d Track, Rochester to Homewood—Grading,	\$171,900 00
2d Track, Rochester to Homewood—Superstructure, ..	93,984 82
Total,	\$1,131,450 82

GENERAL REMARKS.

It is not expected that all the improvements enumerated will be done this year. They are submitted that their necessity may be considered, and such approved as shall be deemed most important.

The work has been done during the year with the same object in view as heretofore, plainness and permanency.

To the gentlemen of the Engineer Corps, I am under obligations for attentions to duty.

Respectfully submitted,

H. A. GARDNER, *Chief Engineer.*

B.

Fuel and Water Stations.

LOCATION.	Expended in 1867.
Penn Station,.....	\$ 74 66
Sewickley,.....	3,315 97
Homewood,.....	1,126 04
New Waterford,.....	550 00
Leetonia,.....	6,331 88
Salem,.....	1,524 85
Alliance,.....	8,558 06
Canton,.....	7,909 65
Massillon,.....	12 25
Wooster Summit,.....	6,435 87
Richland,.....	148 48
Bueyrus—T.,.....	1,395 01
Upper Sandusky,.....	8 70
N. Washington,.....	499 98
Johnstown,.....	96 07
Lima,.....	425 00
Lima—Wood Shed,.....	256 50
Middlepoint,.....	41 72
Van Wert,.....	4,282 67
Dixon,.....	165 09
Monroeville,.....	41 72
Maples,.....	41 72
Fort Wayne—4 inch Pipe,.....	865 80
Fort Wayne—8 inch Pipe,.....	11,063 97
Fort Wayne—Tub,.....	65 70
St. Marys River,.....	360 08
Arcola,.....	976 46
Columbia,.....	192 92
Piereeton,.....	6,446 95
Warsaw,.....	7,477 81
Plymouth,.....	140 67
Wanatah,.....	1,226 21
Valparaiso,.....	85 38
Chicago,.....	1,618 49
Water Tubs on hand, W. D ,.....	388 99
Total,.....	\$ 74,151 32

C.

Bridges and Culverts.

NAME OR LOCATION.	Masonry.	Superstruc're.	Total.
Allegheny River Bridge, east end,.....		\$ 3,149 97	\$ 3,149 97
Do. do. 1st & 2d spans	\$ 142 92	889 01	1,031 93
Do. do. 3d & 4th do.	142 93	1,447 41	1,590 34
Do. do. 5th do.	982 36	47,522 56	48,504 92
Do. do. West Girders	766 10	20,870 47	21,636 57
Do. do. West Pier, ...	10,575 66		10,575 66
Do. do. W'tch Houses		2,470 93	2,470 93
Robinson Street, Allegheny,.....		247 11	247 11
Lacock Street, Allegheny,.....	206 00	228 23	434 23
Culvert, Pasture Lane,.....	18 50		18 50
Do. Osborne,.....	15 00		15 00
Do. Blockhouse Run,.....	8,937 77		8,937 77
Do. Beaver Falls,.....	2 00		2 00
Bridge, Beaver, (iron,).....		27 75	27 75
Culvert, Wallace Run,.....	2,131 56		2,131 56
Do. Trover's Run,.....	5,945 20		5,945 20
Do. Ray's Run,.....	1,751 50		1,751 50
Do. Homewood,.....	97 60		97 60
Do. Columbiana,.....	8,195 03		8,195 03
Do. Leetonia,.....	311 11		311 11
Do. Salem, New Line,	1,036 79		1,036 79
Bridge, 3d Neinishillen,.....	68 00		68 00
Do. Massillon, (iron,).....		50 00	50 00
Do. Newman's Creek,.....	620 10	975 98	1,596 08
Do. Sugar Creek, (iron,).....		2,230 72	2,230 72
Culvert, $\frac{1}{2}$ mile east of Shreve,.....	475 00		475 00
Cattle Pass, west of Shreve,.....	465 00		465 00
Culvert, 3 miles west of Loudonville, ..	700 00		700 00
Do. Crestline,.....	5,242 99		5,242 99
Do. Bucyrus,.....	76 42		76 42
Do. 1 mile east of Lafayette,.....	972 02		972 02
Do. do. do. Lima, No. 1,....	1,085 32		1,085 32
Do. do. do. do. No. 2,....	1,472 31		1,472 31
Bridge over Hog Creek, Lima,.....	7,067 76		7,067 76
Culvert, 1 mile east of Fort Wayne,...	1,122 17		1,122 17
Do. $\frac{1}{2}$ do. west do. do.	50 10		50 10
Do. west of Fort Wayne, No. 4, ..	1,231 26		1,231 26
Do. do do. No. 5, ..	1,567 65		1,567 65
Do. do. do. No. 9, ..	1,241 20		1,241 20
Do. Coesse,.....	1,262 65		1,262 65
Bridge, Columbia,.....	183 13		183 13
Culvert, do. No. 34,.....	1,476 16		1,476 16
Do. do. No. 35,.....	1,079 12		1,079 12
Do. Gutches, No. 1,.....	2,065 07		2,065 07
Do. do. No. 2,.....	1,067 44		1,067 44
Bridge, Tippecanoe River,.....	181 01		181 01
Do. Plymouth, (over head,).....		439 67	439 67
Do. Wheeler, (over head,).....		517 86	517 86
Do. Russell's Run, (Valparaiso,)...	633 80		633 80
Do. Deep River, (Hobart,).....	2,483 95		2,483 95
Do. Calumet,.....	84 40	551 74	636 14
Do. Chicago, (Draw,).....		21,779 26	21,779 26
Total,	\$ 75,232 06	\$ 103,398 67	\$ 178,630 73

D.

Engine Houses.

LOCATION.	Expended in 1867.
Leetsdale—Engine House,.....	\$ 92 55
Crestline do. do.	20,106 60
Fort Wayne—Turn-table,.....	90 62
Lima—Sand House,.....	79 14
Valparaiso—Sand House,.....	124 65
Total,.....	\$ 20,493 56

E.

Machine and other Shops.

LOCATION.	Expended in 1867.
Allegheny, Outer Depot—Coach Shop,.....	\$ 2,395 25
Do do. — Machine Shop,.....	70 49
Wooster—Blacksmith Shop,.....	487 20
Crestline—Machine Shop,.....	102 00
Fort Wayne—Blacksmith Shop,.....	682 59
Total,.....	\$ 3,737 53

F.

Passenger and Freight Buildings.

LOCATION.	Expended in 1867.
Woods Run—Passenger House,.....	\$ 4,005 41
Osborne do. do.	188 30
Leetsdale do. do.	15 00
Fair Oaks do. do.	1,744 50
Freedom do. do.	2,467 34
Beaver Falls—Passenger and Freight,.....	4,206 35
Salem—Passenger House,.....	3,322 67
Do. Freight do.	5,588 58
Alliance—Meat House, Wood Shed, &c.,.....	5,743 88
Do. Dispatcher's Office,.....	925 56
Canton—Passenger House,.....	7,024 91
Do. Freight do.	9,447 00
Mansfield—Freight House,.....	10,464 38
Crestline—Meat House, Wood Shed, &c.,.....	589 11
Forest—Freight House,.....	9,695 53
Van Wert—Freight House,.....	10,560 98
Monroeville—Passenger House,.....	50 50
Fort Wayne—New Water Closet in Passenger House,.....	1,590 71
Do. Stock Yards,.....	1,490 74
Pierceton—Freight House,.....	7,814 31
Plymouth—addition to Passenger House,.....	2,952 22
Chicago—Elevator for Oil House,.....	700 00
Total,.....	\$ 90,587 98

G.

Grading, &c.

LOCATION.	Expended in 1867.
Penn Station—Grading Yard.....	\$ 111 13
Allegheny—Grading New Line.....	525 75
Allegheny, Outer Depot—Grading for Shops.....	838 43
Verner's Station—Grading for Siding.....	389 00
Osborne—Filling Culvert.....	349 67
Between Economy and Rochester—Protection Wall.....	1,822 87
Blockhouse Run—Grading New Line.....	235 87
Wallace Run—Embankment.....	37,243 72
Trover's Run—Grading New Line.....	10,149 42
Ray's Run—Grading New Line.....	2,055 20
Homewood—Retaining Wall.....	330 59
Leetonia—Grading for Siding.....	69 50
Canton—Grading Station Grounds.....	901 67
Crestline—Filling Culvert.....	103 00
Forest—Grading for Siding.....	271 18
Hog Creek Bridge—Raising Grade.....	8,740 81
Lima—Filling Culverts.....	190 08
Do. Grading for Siding.....	1,690 02
Do. Grading, connecting with C. H. & D. R. R.....	302 78
Van Wert—Grading for Siding.....	413 15
Cutvert, No. 5, west of Wayne—Filling.....	279 00
Columbia—Filling Culvert No. 34.....	100 00
Do. do. do. 35.....	100 00
Deep River, near Hobart—Embankment.....	2,657 03
Total.....	\$ 69,869 87

K.

Side Tracks—Eastern Division.

LOCATION.	Length Dec 31st, 1867.	LOCATION.	Length Dec. 31st, 1867.
	Feet.		Feet.
Connection with P. R. R....	914	Smithfield,.....	4,309
Grain Elevator, Pittsburgh,.	578	McHugh's Coal Bank,.....	302
Penn Station Yard,.....	5,915	Wooster's Coal Bank,.....	184
West of Allegheny Bridge,.	857	Alliance Yard,.....	21,016
Federal Street Station,.....	6,761	Russel's Coal Switch,.....	350
Cattle Yard, Outer Depot,...	12 051	Strausburg,.....	3,377
North Yard, do.	19,312	Grafton Iron Co's.,.....	506
South Yard, do.	6,609	Louisville,.....	5,560
New Yard west of Outer Dep	7,696	Canton,.....	7,269
Manchester Crossing,.....	135	106 Mile Siding,.....	3,250
Pork House,.....	1,540	Massillon,.....	6,667
Dixmont,.....	720	Warthoust's Siding,.....	308
Osborne,.....	195	Vogt's Stone Siding,.....	565
Sewickley,.....	1,396	Furnace Sidings,.....	1,547
Leetsdale,.....	1,650	Foltz's Siding,.....	970
Economy Siding.....	801	Newman's Siding,.....	1,422
Economy Switch,	2,871	Lee & Stever's Siding,.....	794
Economy Sw'eh Cross Tracks	291	J. P. Benton's Siding,.....	677
Baden Cross Traek,.....	140	Lawrence,.....	3,630
Baden Siding,.....	306	Fairview,.....	3,184
Freedom,.....	604	Orrville,.....	3,885
Rochester,.....	3,508	Wooster Summit,.....	3,103
New Brighton,.....	6,071	Wooster,.....	4,840
Beaver Falls,.....	567	Wooster Gravel Pit,.....	1,400
Wallace Run,.....	283	140 Mile Siding,.....	3,090
Wallace Run, for Grading,.	5,024	Shreve,.....	3,693
Homewood,.....	5,635	Big Prairie,	324
Beaver Summit,.....	1,724	Lakeville,.....	2,773
New Gallilee,.....	4,506	Loudonville,.....	5,144
Enon,.....	4,462	Perrysville,.....	3,849
Sterling Mines,.....	1,536	Lucas,.....	4,045
Palestine,.....	3,336	Lucas Stone Quarry,.....	323
New Waterford,.....	3,860	Mansfield,.....	7,726
Columbania,.....	3,338	Spring Mills,	1,985
Leetonia,.....	2,129	Crestline,.....	34,022
65 Mile Siding,.....	3,424		
Franklin,.....	538	Total,.....	274,992
Salem,.....	6,220	Length, Dec. 31, 1866, ..	273,933
Damascus,.....	1,400	Increase,	1,059

K.—Continued.

Side Tracks.—Western Division.

LOCATION. From Crestline to Chicago.	Length Dec. 31st, 1867.	LOCATION. From Crestline to Chicago.	Length Dec. 31st, 1867.
	Feet.		Feet.
Crestline, 1 mile west,.....	3,480	Pierceton,.....	3,910
Leesville,.....	1,953	Kosciusko,.....	1,275
Robinson,.....	3,081	Gravel Pit,.....	1,854
Bucyrus,.....	2,419	Warsaw,.....	4,028
Glenville,.....	2,630	Tippecanoe,.....	350
Nevada,.....	3,470	Selby,.....	2,600
Edenville,.....	650	Atwood,.....	1,020
Log Siding,.....	2,030	Etna Green,.....	3,000
Upper Sandusky,.....	2,560	Bourbon,.....	2,298
Upper Sandusky, 1 mile west	2,290	Inwood,.....	1,415
Kirby,.....	1,815	Plymouth,.....	4,379
Forest,.....	4,262	Sand Pit,.....	1,100
Dunkirk,.....	2,900	Summit,.....	2,160
Washington,.....	3,000	Donelson,.....	2,798
Johnstown,.....	3,094	Grovertown,.....	1,403
Lafayette Gravel Pit,.....	4,097	Hamlet,.....	2,416
Lafayette,.....	2,322	Davis,.....	1,550
Lima, 1 mile east,.....	1,987	Sand Pit,.....	2,253
Lima,.....	7,977	Hanna,.....	1,463
Elida,.....	2,662	Morgan,.....	1,455
Delphos, 1 mile east,.....	1,801	Wanatab,.....	3,040
Delphos,.....	924	Winslow,.....	2,846
Middlepoint,.....	3,364	Valparaiso,.....	9,618
Van Wert,.....	3,818	Wheeler,.....	3,185
Convoy,.....	1,870	Hobart,.....	3,000
Dixon,.....	2,980	Liverpool,.....	2,960
Monroeville,.....	2,300	Calumet,.....	1,264
Maples,.....	3,021	Tollestone,.....	2,432
5 Mile Switch,.....	3,271	Clarke,.....	2,201
Fort Wayne Gravel Pit,.....	1,816	Robertsdale,.....	3,000
Fort Wayne Engine House,.....	14,835	Ainsworth,.....	2,699
Fort Wayne Yard,.....	20,803	Rock Island Junction,.....	2,269
Hadley,.....	1,727	Chicago Joint,.....	24,712
Arcola,.....	2,820	Chicago Yard,.....	43,706
Coesse,.....	2,272		
Gravel Pit,.....	1,638	Total,.....	283,921
Columbia,.....	4,150	Length Dec. 31, 1866,...	278,797
Gutches,.....	452		
Huntsville,.....	1,408	Increase,.....	5,124
Carter's,.....	313		

K.—Continued.**Side Tracks,—Recapitulation.**

	Length Dec 31st, 1867.	Increase.
	Feet.	Feet.
Eastern Division.....	274,992	1,059
Western Division.....	283,921	5,124
Total,.....	558,913	6,183
	Miles.	Miles.
	105 $\frac{85}{100}$	1 $\frac{17}{100}$